The Hongkong Telegraph.

(ESTABLISHED 1881.)

\$36 PER ANNUM. THURSDAY, MAY 13, 1909. 四年禮 NEW SERIES No. 6075 沈三十月五英港香 晚四十月三年元統宣 SINGLE COPY, to CENTS. Mails. Shipping—Steamers Banks. Banks. COKOHAMA SPROIR BANK LJONGKONG AND SHANGHA HONGKONG, CANTON, MACAO PENINSULAR AND ORIENTAL BANKING CORPORATION, STEAM NAVIGATION COMPANY. RESERVE FUNDS ---Sterling Head Officet-YOKOHAMA. £1,500,000 at 2/-=\$15,000,000 WEST RIVER STEAMERS. \$29,500,000 Branches and Azencies. RESERVE LIABILITY OF PROPTORS.\$15,000,000 OHREOO. TOKIO. TIENTSIN KOBE. COURT OF DIRECTORS: PEKIN. OSAKA NEWCHWANG. NAGASAKI. Hon. Mr. W. J. Gresson-Chairman. TOINT SERVICE OF About & Freight and LONDON. DALNY. H. B. Tomkins, Rsq.—Deputy Chairman! PORT ARTHUR HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND LYONS. 😲 . W. Bandow, Esq. | H. Shellim, Esq. ANTUNG. NEW YORK. LONDON and ANTWERP VIA THE CHINA NAVIGATION COMPANY, LTD. B. G. Barrett, Esq. R. Shewan, Esq. C. S. Gubbay, Esq. H. A. Siebs, Esq. LIOYANG SAN FRANCISCO O. S. Gubbay, Esq. MUKDEN HONOLULU. Hon. Mr. H. A. W. Helms, Rsq. TIR-LING. BOMBAY. and MARSEILLES C. R. Lensmann, Esq. Slade. OHANG-BHUN. SHANGHAI. HONGKONG-CANTON LINE. CHIEF MANAGER: : HANKOW." About | | Freight and Capt. G. W. Corden, R.N.R. 27th May Passage." S.S. " HONAM " 1,163 Tons, " FATSHAN " 2,260 Tons, " KINSHAN " 1,995 Tons. Honghong-J. R. M. Suirn HONGKONG:-INTEREST ALLOWED. "HEUNGSHAN" 1,998 Tons." MANAGER: On Current Account at the rate of a per cent. Departures from Hongwond to Canton daily at 8 A.M. (Sunday excepted), and to P.M. For Further Particulars, apply to Shanghai-W. ADAME ORAM. per Annumuon the Dally Balance. (Saturday excepted). LONDON BANKERS-LONDON AND COUNTY On fixed deposit ;-Departures from CANTON to HONGKONG dally at 8 A.M. and 5.15 P.M. (Sunday excepted). E. A. HEWETT, BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River · Superiplendent: On Current Account at the rate of 2 per Cent. Special attention is drawn to their Superior Saloon and Cabin Accommodation. per Annum on the daily balance. TAKEO TAKAMICHI, Hongkong, 13th May, 1009 Managor. ON FIXED DEPOSITS: Hongkong, 21nd March, 1909. SERVICE OF THE HONGKONG, CANTON AND MACAO STRAMBOAT CO., LTD For 3 months, 2 per Cent. per Annum. Intimations. For 6 months, 31 per Cent. per Annum, HONGKONG SAVINGS BANK. For 12 months, 4 per Cent. per Annum. HONGKONG-MACAO LINE. J. R. M. SMITH, "HE Businessofthe above Bank is conductor During the docking of the Macao Steamers, there will be NO morning boat from Hong-LANE, CRAWFORD & CO. Objet Manager. . bythe HONGKONGANDSHANGHA kong or afternoon boat from Macao, from Thursday, the 13th, to Saturday, the 15th instant. Hongkong, 10th April 1909 BANKING CORPORATION, Rules may be The moraing boat from Macao and afternoon boat from Hongkong will run as usual. obtained on application. INTEREST on deposits is allowed at 14 PE THE CHARTERED BANK OF INDIA. CENT. per annum. AUSTRALIA AND CHINA. CANTON-MACAO LINE Depositors may transfer at their optio . S.S. "HOI SANG." balances of \$100 of more to the HONGKONG AN) MCORPORATED BY ROYAL CHARTER, 1853. SHANGHAL BANK to be placed on FIXE! Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. MINUTE . HEAD OFFICE:-LONDON: DEPOSIT 41 4 PER CENT, per annum. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 F.M. For the HONGKOMG AND SHANGE! EXERCISE BANKING CORPORATION. EVERY DAY JOINT SERVICE OF I. R. M. SMITH HONGKONG, CANTON AND, MACAO STEAMBOAT CO., LTD., R"SERVE LIABILITIES OF PROPRIE-Chief Manager. WITH GRAD THE CRINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM-NAVIGATION Hongkong, 12th January, 1907. SANDOW'S NTEREST ALLOWED . OD OURRENT AGGOUNT at the Rate of a per cent. per DEUTSCH ASIATISOHE BANK GRIP CANTON-WUCHOW LINE. annum on the Daily Balances. S.S. "SAINAM," 588 Tons, and "NANNING," 509 Tonis. On Fixed Deposits for 12 months. 4 percent CAPITAL FULLY PAID-UP ... Sh. Tauls 7,500,10 DUMB-One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies direct steamers "Lintan" and "Sanui." Those vessels have Superior Cabin Ac-HEAD OFFICE-SHAKGRAL BELLS WM. DICKSON, HOARD OF DIRECTORS: BERLIN. commodation and a lighted throughout by electricity. Hongkong, 5th April 1209. INDIGESTION, BRANCHES: Hamburg. Hankow EXCURSION TO MACAO. 'Calcutta INTERNATIONAL BANKING INBOMNIA Singapuro Tientsin Peking CORPORATION. Yokohama. Tainanto Talogiao . AYD On SUNDAY, the 16th May. SLUGGI H CAPITAL PAID UP GOLD \$3,250,000 S.S. "HEUNGSHAN" ABOUT MEX \$7,223,223 FOUNDED BY THE FOLLOWING BANKS AND LIVER will depart from the COMPANY'S CANTON STEAMERS' WHI RF at 9 A W. BANKERE: Departure from Macao 5 P.M. DISAPPEAR. -AROUT MKX \$7,122,322 Kconigliche Sechandlung (Preussis-) Popular Excursion Rates as usual che Staatsbank) ___ Machado's String Band will play selections of Music during the Trip. HEAD OFFICE: Direction der Disconto-Gesellschaft N.H. -The Company a: 30 runs a steamer from Macan on Sunday morning at 7.30 A.M. and Dentsche Bank to WALL STREET, NEW YORK. I RICE : m Hongrong at 1 P.v. from the Company's Wing Lok Street Wharf." S. Bleichreeder Bertiner Handels-Gesetlschaft \$6.00 per Pair LCHDON OFFICE: Bank fper Handel und Industrie THREADNEBDLE HOUSE, E.C. Robert Warschauer & Oz. - .. Further particulars may be obtained at the Office of the-WITH Mendelssohn & Co. CHART, HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., LONDON BANKBRS M. A. von Rothschlid & Soonne | Franklar BANK OF ENGLAND. Jacob S. H. Storm HOTEL MANSIONS, (FIRST FLOOR), NATIONAL PROVINCIAL BANK, OF Norddentsche Bank in Hamburg, Hamburg. opposite the Blake Pier. LANE, CRAWFORD BROLAND, LIMITED. Sal. Oppenhelm jr. & Co., Koeln. Sayerische Hypotheken and Wechselbank. THE CAPITAL AND COUNTIES BANK, LTD. Muenchen. Potels. BRANCHES AND AGENTS ALL OVER THE AQUARIUS. LONDON BANKERS Meiers, N. M. ROYHSCHILD & SONS. HONGKONG HOTEL THE Corporation transacts every Descrip-THE UNION OF LONDON AND SMITH'S BANK tion of Banking and Exchange Business, receives Money in Current Account at the Deutsche Bank (Berlin), London Agency rate of 2% per annum on dally balances and accepts Fixed Deposits at the following rates:-TABLE FIRST CLASS AND UP-TO-DATE. DIRECTION DER DISCONTO GREELLSCHAFT. For 12 months 41 per cent, per annum. WATER. String Band play during Tiffin and Dinner. INTEREST allowed on Current Accoun In QUARTS, PINTS and SPLITS. A. F. DAVIES DEPOSITS received on terms which may b learned on application. Every description Hongkong: 5th February, 1019 Managar No. 9, Queen's Road Central, Mixes freely with Wines and Spirits, without in any Sanking and Exchange business transacted. Hongkong. Talephone way destroying the flavour. A. KOBHN. W. M. ANDBRSON. No. 75. . Manager. Manager. Hongkong, 8th April, 1908. Hongkong, 4th December, 1907. CALDBECK. MACGREGOR & CO., NEDERLANDSUHB HANDEL MAATSOHAPPIJ. WINE AND SPIRIT MERCHANTS. Intimations. EMPIRE DAY. (Notherlands Trading Society.) Hongkong, 15th April, 1009. ESTABLISHED 1824. THE SAVOY. Botels. A MUSICAL DINNER will by served on MONDAY, the 24th instant, PAID-UP UAPITAL Fl. 45,000,000 (£3,750,000). RESERVE, FUND Fl. 5,752,884.84 (about £479,407). HIGH CLASS AMERICAN HOTEL PLEASANTON, Head Office-AMSTERDAM. MENU by AH CHONG STORE, Head Agency-BATAVIA. (For many years chief Cook to late Mr. J. W. CSBORNE)." No. 17, Water Street, Yokohama. Regal Shoes\$10.00 per pair BRANCHES :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoerocan, Tillatiap. Padang, Medan (Dell), Palembang, Kota-Radja (Acheen), Bandjermasia. The 105th M. L. I. Regimental Band will play Special Selections of Monarch Shirts...\$ 1.25 each Music during and after Dinner. Cluett - Evening FIRST CLASS PRIVATE HOTEL-Newly Opened and Furnished Suites or Single Correspondents at Macassar, Bombay, Colom-Shirts From \$3.75 up Hongkong, 10th May, 1969. bo, Madras, Pondicherry, Calcutta, Bang-kok, Salgon, Halphong, Hanol, Amoy, Yokohama, Kobe, Melbourne, Sydney, Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-Pyjama Suits HOUSE New York, San Francisco, &cc. ments, Renowned Culsine, Dark Room for Photographers. Charges Moderate, Steamer Rugs ... " \$13.95 " LONDON BANKERS: (LATE CONNAUGHT HOTEL.) HENRY LUTZ, THE UNION OF LONDOW AND SMITHS BANK, LIMITED. THE SAVOY. QUEEN'S ROAD, HONGKONG.

Hongkong, 16th February, 1909.

at pupil's residence.

Hongbong, oth March, 1928,

Concerts.

MUSIC LESSON.

RSSONS in Violin, Mandoline and Guitar

Rvening bagagements for Dances and

R. J. LOPES,

Ulo Honghong Telegraph Office.

Wangkong, toth July, 1909.

Hosgkong, and July, seen

PLUMENT'S GAR, the PEAK, near the TRAM TERMINUS Tel. 56.

MANAGER.

For Terms, &c., apply to the

"ENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely

New Management. Large and Comfortable Rooms, Excellent Cuisine under

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and

Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation

Tolograms "Astor.

N. BEUMENTHAL

Manager.

for Families and Tourists.

Under Personal Supervision of

Telephone, 110

L. GAMEAU,

THE Bank buys and valls and receives for

bondents in the Bast, on the Continent, in

Great Britain, America, and Anstralla, ard

transacts banking business of every description

INTEREST ALLOWED.

Fixed Deposits 12 months 41% per annum,

Honghoug, total aly too

do. 31% do.

J. L. VAN HOUTEN,

Op Current Accounts 3% per annumon dally

collection Bills of Exchange, Issues

IMPERIAL GERMAN MAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON,

Capt. G. Meiners

Capt. E. Gathemann

Capt. F. Iseke

10th May, at Noon,

TO 5 LL

21st May, 10 A.M.

BHANGHAI, NAGASAKI, KOBE | "LUTZOW " About WEDNESDAY, and YOKOHAMA Gapt. C. Dewers 19th May. MANILA" FRIDAY,

MANILA, YAP, NEWGUINBA,

MELBOURNE YOKOHAMA and KOBE

KUDAT and SANDAKAN.....

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & CD.,

GENERAL AGENTS, HONGKONG & OHINA.

(" PRINZ WALDEMAR " SAbout SATURDAY,

BORNEO " Beginning of June.

Hongkong, 6th May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

CAPTAINS . TO SAIL ON STEAMERS MARSBILLES, VIA PORTSOCEANIENSellier25th May, at I F.M. SHANGHAI, KOBE, YOKOHAMA ... TOURANELincelin7th June, P.M. MARSEILLES, VIA PORTSPOLYMESTEN Broc....... 8th June, at I P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia at Colombo for Calcutta, Bombay and Australia pat Port Baid for the Levant, Constantinople and Black Sea. Through Tickets to London via Paris from £27.10 up to £71,10. 20 hours' rallway from Marsellies to London.

Interpreters meet passeagers at their arrival in Marsollies.

For further particulars, apply to

P. de CHAMPMORIN,

QUEEN'S BUILDINGS.

Hongkong, 11th May, 1909

MESSACERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG. CANTON AND KOUANG-SI.

> S.S. " PAUL BRAU," 1,900 tons, 14 knots. -8.5. " CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speedlest, most luxuriously appointed and punctual steamers on the line Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 F.M. (Sundays excepted).

These superb steamers carry'ng the French Mail are fitted throughout with Bioctric Light' and Fine and were specially built for this trade. Excellent cuising. The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Aprivto-

Shamoen. For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton. or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONCKONG-WANILA-ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnago.	Captain	For	Sailing Dates
	100			Immediate
s.s. "Rigel"	1,750;,,,,,,,	Sicvert	MANILA	despatch

For Freight or Passage, apply to

May, 1904

BARRETTO & CO., Agents.

Intimations.

No. 1 DOCK.

Length inside 514 ft, Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5,ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width'of entrance, top 60.5 ft. bottom 45.8 ft. Water on blooks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama barbour and the attention of Captains and Hugineers is respectfully called to the advantages offered for Decking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyde' surrayors).

Two powerful Twin Screw Towboats are available for taking Versels in or out Dock, and for taking Sailing Vessels in or out of the bay," The floating derrick is capable feet deep. The former of the two is a river, of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be

The cost of Docking, and repair work, will be frund to compare favourably with that of any port in the world, ...

Telephone: Nos. 876, 506, or 681. Telegrams, "Dook, Yokobama," Codes A. B. C. 4th and 5th Edt.

A. 1, and Watkins. Liebers, Bootts, Yokohama, May 23rd; 1905.

To Let.

TO LET. C HOP and DWELLING HOUSE, No. 78, Queen's Road, Central. _

Apply to-S. J. DAVID & Co., Prince's Buildings. Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-OHUNG

Apply to-HONGKONG & KOWLOON LAND & LOAN CO. LTD. North Queen's Road West Hongkong, 9th March, 1909.

TO LET.

NO. 3 MORRISON HILL. Extry about Apply to-

Messes, JARDINE, MATHESON & Co., LTD.

Hongkong, 13th May, 1909.

TO LET.

ODOWN No. CA. DUDDELL STREET.

Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

Hongkong, 1st April, 1909.

TO LET.

FEICES, No. 2, CONNAUGHT ROAD, 3rd Floor. No. 3 OLIFTON GARDENS, CONDUIT

A HOUSE in WONG-MRI-CHONG, ROAD. A HOUSE in RIPON TERRACE.

OFFICES In YORK BUILDING. GODOWNS IN PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOIUX

ROAD next to the Hongkong Hotel. FLATS IN MORETON TERRACE No. 10, DES VOIUX ROAD CENTRAL,

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD Hangkang. 19th April 1019

TO LET.

TWO AIRY-ROOMS in a house on from Robinson Road. Moderate Rental. For particulars, apply to-

'HOUSEHOLDER," Clo Hongkong Telegraph. Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs, Shewan Tomes & Co.). Rents low.

Apply to-THE COMPRADORE DEPARTMENT E. D. Sassoon & Co., Queen's Road Central. Hongkong, 24th Fabruary, 1009.

TO LET.

DOME suitable for Offices in No. 10, ICI I HOUSE STREET, in rear of David Bassoon & Co.'s premises.

Apply to-DAVID SASSOON & Co. L. JUST LINDID:

The well-known and famous brandy "Bisquit Dubouche

Per Bot. XXX Very Old Fine V.O.C.B. Guaranted 20 Years Old 5.50

QUINQUINA'? QUINQUINA? DUBONNET?

FREIICH STORE, Sole Agent." Hangkong, 30th April, 1909.

BLACKHEAD & Co., SHIP-OHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON

AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MAN DEAUTURER SOLB AGENTS . FUN

HARTMANN'S RAHTJEN'S GENUIN. BRAND, HARTMANN'S GREY PAIN' DAINLER'S PATENT MOTOR LAUNCHES.

Bole Agests for

FERGUSON'S SPECIAL CREAM P &. O. SPECIAL LIQUER POOTON

WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK KBASONABLE PRICES

Barokane with Marel rees,

& 8. D'AGUILAR STREET

NOVELTIES OF THE SEASON

Trimmed and Untrimmed

AT-, KIBBONS, FLOWERS, FEATHER, &c., &c.

LACE SCARFS, MOTOR VEILS

VARIOUS COLORS. MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS. WOOLEN DPLAINES, NUNSVEIL-INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS

Samples on application, Coast Port orders carefully executed. (11) Horgios, 147 Belimbal 160

BATAVIAN CANALS.

A MONUMENT OF DUTCH ENTERPRISE

It is in their wonderful system of canals that we recognise the true genius of the Dutch in their administration of a tropical country. It is impossible to live in Batavia for any length of time without realising, with ever increasing intensity, the sound judgment displayed in providing free circulation of a large volume of water here, there, and everywhere throughout this cosmopolitan city. Recognising that Eastern peoples do not regard the questions of. sanitation from the scientific standpoint, the Government has by its system of canals reduced the danger arising from insanitary habits to a minimum. This will be mage thoroughly realised when the system has been ex-

emplified, says a Maloy Mail correspondent. It has already been remarked that there is a v-ry gradual fall of the land from the southern b undary of Batavia to the sea-a fall which is constant, from the Preauger high-lands; Be ving mind the heavy rainfall, it is obvious that two of the three great difficulties connected with a scheme of canals are, from purely natural Cities, practically non-existent.

There are then, entering Batavia at Mt. Cornelis and Tauah Abang respectively-i.e. the south-east and south-west corners, so to speak two main canals, perhaps 60 feet wide, and 20 widened and deepened, and its banks protected. by a heavy courses of masonry. At a couple of miles further on, a branch to the east runs through the cultivated lands outside the town limits, making for the sea at a point about midway between Tandjong Prick and Batavia. At the Citadel, in-Weltevreden, the-original-river danal divides out and west, the former being carried artificially through the town, running parallel to the electric tram, and in a bee line to the sea. The latter, following the steamtram, travels through the main street of the town, and for the most part in a straight line, also reaches the ocean. The other great canal from Tanah Abang makes a wide detour to the west of the town, and hus also some important off-shoots, connecting it with the central canal of which mentionhas been made. There are thus three main channels conveying a great volume of water through the town, along its greatest length, and these are connected by scores of subsidiary canals, the whole system being so complete that there are few houses distant morethan, say, fifty yards from a stream of running water, from fout to twelve feet deep or even

more than that after continued heavy rains. These canals are not only used for barges and rafts bringing down timber and bamboo' from the highlands, and bringing up heavy goods from the docks, but they are to the pative bath and laundry. Horses are frequently washed therein, and the native does not hesitate to slake his thirst in its waters, which are, bye-the-b,e, always mud-coloured.

ALCOHOL AND THE RACE. PERILS OF PARENTHOOD AMONG THE

INTEMPERATE. A remarkably interesting paper, entitle Alcoholism and Eugenics," was read by D O. W. Saleeby before the Society for the hudy

of inchricty. The effects of alcoholic poisoning and lead poisoning, he pointed out, were very similar. They had the best evidence that they caused degeneration in offspring. The mother, the developing child, and the race suffered, and of these the mother, of course, was the most seriously affected.

It had been shown, Dr. cal chy stated, that an enormously large proportion of the children born of parents engaged in lead work or allied trades died during the first year, while a similar proportion of those who survived were either morally or physically degenerate. It was, therefore, reasonable to assume that much the same state of things resulted from lead poisoning as from alcoholic poisoning.

NO PHENOMENON SO HORRIBLE. Taken in its entirety the case against alcoholic parenthood was overwhelming. No phenomenon so horrible was to be found in the entire realm of living nature outside the realm of

In combating this evil they did not propose to go back to Nature's methods and des roy. It was not proposed that they should work through a selective death-rate as Nature did, but through a selective birth-rate. They distinguished between the right to live and the right to parenthood, and, further, the application of this principle to the persons affected involved the greatest happiness for them; and the greatest monetary economy for society, while, at the same time, protecting the future. The interests of the race and the individual WEIG ONG

THE ACCOHOLIC DEVOTEE. The practical policy that it was desirable to advocate was interference with the parenthood of the alcoholic devotee. All future legislation, and all future public opinion in this matter would more and more take the line of insisting | the Day Signals at sunset, and will, when on the immense importance of parenthood, and restricting that of persons addicted to alcoholism.

The president of the society, Dr. T. Claye Shaw, said the scientific study of the whole question had been placed on a much more satisfactory basis, and the excuse for heavy drinking had now been taken away,

> LEE YEE HAIR DRESSING SALOON

HAS ALWAYS ON HAND CIGARS, CIGARETTES

> TOILET REQUISITES FOR SALE IL D'AGUILAR STREET,

WHAT IBR. FOR BOAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Bha . Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected

A CONE

indicates a Typhoon to the North of the

indicates a Typhoon to the North-Rast of the Colony.

A DRUM

to the East of the Colony.

indicates a Typhoon

Indicates a Typhoon

to the South-East

Y C ME point downwards and DRUM below

A CONE

point down-

wards

indicatesa Typhoon to the Bouth of the

Colony.

of the Colony.

A CONB point downwards and

BALL below

indicatesa Typhoon to the South-West of the Colony.

Indicatesa Typhoon

to the West of the

7. A BALL

A-COMB

and BALL

Indicates a Typhoon to the North-Wee point upwards of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away imm the Colony.

Black Signal Indicate that the controll believed to be less than 300 miles-away from the Colony.

The above signals will, as heretofore; bet hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered tobe of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godowa. Company at Kowloon,

URGENT SIGNAL. In addition to the above, when it is expected that the wind may increase to full typhoon. force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office :-

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS. A Black Cross will be boisted at the sang

time, superior to the other shapes, NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green,

Indicates that a typhoon is believed to be situated more than 300 miles from the Colony. 11. Three Lights Ver tal, Green Red Green,

indicates that a typhoon is believed to be situated less than 300 miles from the Colony. III. Three Lights :e tical, Red Green Red, Indicates that the wind may be expected to

increase to full typhoon force at any moment. No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the. information conveyed by this signal being firet

published by night. These Night Signals will be substituted the

necessary, be altered during the night;

SUPPLEMENTARY WARRINGS. For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hole ed in the Harbour.

Aberdeen. Gap Rock. Bat Ki Wan. Wagian, Sal Kung. Stanley. Cape Collinson. She Tan Kot.

This will indicate that there is a depression somewhere in the China Sea, and that a Stores Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on domand, by signal, from the light-C. Proc.

HOMOMONO,

Intimation.

Powells

Furnishing Department

ALEXANDRA

BUILDINGS.

(FIRST FLOOR)

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

CRUSHED STRAWBERRY CELES TE BLUE BRONZE GREEN

ORANGE.

9.75 per set of

also a useful and artistic. WHITE and GOLD SET

7.50 per set of

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

CURTAINS.

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

THE "POLO" SCOTCH LACE YARDS LONG

is strongly recommended as a strong inexpensive, good washing Curtain, in white only.

We also Stock these Curtains at 6.25, 7.50, 8.60, 10.00, 12.50, 15.00, and 18.50 in white and ecru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain. Frilled and

> Bordered, Madras in white and ecru

WHITE & FIGURED BOOK MUSLINS.

FRILLED COIN **BOOK MUSLINS**

and **EMBROIDERED**

ALEXANDRA BUILDINGS.

28, Queen's Road.

For Sale.

FOR SALE.

DEST AMERICAN SUGAR CORN SEEDS

> 10 Cents each. Apply to- 20 40

GRACA & CO. No. 27, Des Vœux Road. Hongkong, 23th April, 1909.

FOR SALE

THE PERFECT VISIBLE.

The latest 1909 Model No. with the latest improvement, the lightest touch, the strongest and the best ever produced,

Far superior than Remington, Underwood Oliver, cheaper.

our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial...

We sell various makes of secondhand Typewriters.

Rent. out by day or week.

REPAIR IS OUR SPECIALITY.

EMPORIUM.

7. Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE ---- USEFUL ARTICLES

CLOTHING, FANCY GOODS TOYS '

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen's and Children's.

HATS, BONNETS (Het Flowers), RIB-HONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRT-ALPACCAS, HOSIERY ENGLISH and AMERICAN FOOT WEARS, &c., &c.

Prices and Samples on application. Best attention to all Coast Port Orders.

Hongkong, 16th April, 7000.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAIRE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and deales to state that she will be pleased to receive orders for all kinds of NEEDLE WORK,

Gentlemen's Shirts made to order, and Onfa and Collars renewed on old ones. Cadles and Children's Under-clothing, Chil-

dren's Drosses, and all kinds of Embroldery. Materials can be supplied, if required.

The Superioress, will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools. who are taught by the Sisters. [47 | studies. [19] Pant ort, sand April, 1901.

MR. J. A. POND. RETIREMENT OF POPULAR SHANGHAL

RESIDENT.

The N. C. D. News, of 3rd inst., says :-- The many friends of Mr. J. A. Pond, who left Shanghal for Home by the Miyaszki Maru on Friday will be pleased to hear that the Stewards and members of the Race Club are arranging to make him a presentation in recognition of his services to the Club and as a mark of the

esteem in which he is held by them.

Mr. Pond, who is in his sixty-sixth year, recently resigned, under medical advice, from the position of Municipal Accountant, after being in the service of the Municipality for thirty-eight years. He has gone home with his wife and Miss Fond to enjoy a wellcarned rest from the ardnous and responsible duties of the 'Accoustant's office. In 'accepting Mr. Ponds resignation the Council took the opportunity to place un "record its high sense of appreciation of the manner in which his duties had been performed, aspacially during the past few years, when the growth of the Settlement rendered those duties more exacting. The Council released Mr. Pond from the two years for which his agreement h 1 to run and issued him the whole of the sum standing to his credit in the Superannua tion Fund. In recognition of his long and valuable service, conducted with integrity and unflagging industry, it is further decided to pa to Mr. Pond'a life pension of £500 per annum

Mr. Popd, whose father was an Edinburgh man, first came to China in 1858 and ther went down to the South Sea Islands. Asch young man he saw a lot of the world, travelling in the capicity of a supercargo. Returning to Ching he came to Shanghai where in a few years he began business on his own account. On April 1, 18/1; Mr. Pond entered the employ of the Shanghai Municipal Council, and he served the com numity until April, 1909. Mr. Fond took reat interest in chicket and at one time was Treasurer of the Shanghai Cricket Club. He was also a member of the committee of the Shanghai Club. On Tuesday last. Mr. Pond was entertained at a farewell dinner by his old friends and it is probable that mo e than one token of the regard with which he was held in Shanghai will be sent Home to beauth the near future. Mrs. Compton is one of Mr. Pond's two daughters and this lady is remaining in Shanghai,

Mr. Pond's associations with racing in Shang hai recall some interesting reminiscences. joined the Shanghai Race Club in 1872 and is consequently one of its oldest members Very shortly after joining the club he began to take an active interest in the sport of racing and, though never having a large stable of his own, he became connected as a jockey and trainer, with some of the principal owners of race ponies. Mr. Pond was a most reliable and careful rider with excellent judgment, and took his place with the crack jockeys of the period, including such well-known and successful men as the late J. E. Waller, A. libert, C. A. L. Dunn, Harry Huichings, H. S. Bidwell and others. . Among the best poples he steered to victory on many occasions may be mentioned Prejudice, Royalty and Royalist. The first-named was a very fine specimen of the China, pony. He was purchased and owned originally by "Mr. Fungus" (A. Ferguson), was sold subsequently to the late Mr. Alexander Myburg, and lastly to Mr. Buxey (Mr. H. N. Mody of Hongkong); and under all these owners won many races including the St. Leger in 1880, the Shanghai Stakes in the Autumn of 1880 and both Spring and Autumn of 1881, the Spring and Autumn of 1883, being second and third in the same race in 1881, Prejudice also won the Champions at no less than three meetings in succession-in 1880 and 18 1s, and was second twice—in 1881 and 1883. Royalist won the Griffins and Champions in 1892, and Royalty the St. Leger of 1891 beside other races. Mr. Pond was closely connected with the stables of Mr Fungus, Mr. Myburgh and Buxey, whose colours he carried to victory on many occasions. He was elected a steward of the Race Club in the early nineties and served for several years. He was greatly esteemed by bis colleagues and rendered valuable service in his capacity of a steward of the club. Pond was an intimate friend to the last of the older members of the Race Club, and the absence of "Old Peter," as he was familiarly called by friends, from his accustomed place in the club rooms, at the rails during the training and at the races; will be left with much

THE PROPOSED COMMERCIAL UNIVERSITY.

STATEMENT BY MR. FUKUWARA.

The following is published by the Jiji as being a statement by Mr. Fukuwara, Director of the Common Education Bureau in the Educational Department, on the proposal to establish a commercial university, which is causing so much agitation among the friends, teachers, and students of the Tokyo Higher Commercial School and others :---

Viewed in the light of a central control of education, it is reasonable and expedient both is theory and practice that a commercial department should be added to the College of Law in the Imperial University, says Mr. Fukuwara. More than one half of the subjects to be studied in a commercial university refer to law and such branches of study as political economy, &c. Most of the subjects have a bearing on politics and political economy, and almost all of these branches are taught in the College of law. It is proposed to add a commercial department to the College of Law in the Imperial University, as recommended by the Council of University Professors, and the fixed number of students in the College of Law in the Imperial University is to be increased from 450 to 500, while graduates from the Higher Commercial Schools will be admitted to the College of Laws to complete their

THE O. S. K. "SHATTLE-MARU."

SUCCESSFUL LAUNCH AT KAWASAKI

On the afternoon of the 3rd instant the Q. S. K steamer Scottle Mars, now being built at the Kawasaki Deckyard, Kobe, was satisfactorily launched, as briefly reported yesterday. Shortly after 4 o'clock the invited guests assembled a the yard, and about three quarters of an hour later, Mr. Matsukata, the President, and Mr Kawasaki, Vice-President of the company Mr. Fuwa, Chief Secretary in the Hyogo Kencho and a number of others appeared on the platform. Punctually at 5 p.m. the cord holding the steamer.was cut by Miss Nakabashi, daughter of the President of the Osaka Shosen Kaisha, and the vessel glided down the ways into the water amidst the enthusiastic cheers of the crowds of speciators.

After the launch ten was served to the guests in the manager's office. Mr. Matsukata delivered a brief speech in which he referred to the progress made by the American service of Japanere steamers. Fifteen years ago the Nippon Yusen Knish copened an American line, and was followed by the Toyo Kisen Kaisha, while now the Osaka Shosen Kaisha was about to open a service to America. On this development of the mercantile marine the country was to be congratulated. Mr. Matsukata then called for Banzai for the Oanka Shosen Kaisha. All responded, giving three Banza', after which the gathering dispersed.

The Scattle-mara, which has a toppage of 6,000, is the second of three vessels of this type the Tacoma-meru, which was laubched about a month ago and is now being equipped. The third, which is to be named the Chicago maru, is expected to be launched about three months hence. All three vestels are to be placed on the acoma line of the company. Three more steamers have been ordered from the Mitsu Bishi Yasd at Nagasaki. - Japan Chronicle,

Auctions.

NOTICE.

HE SALE of OLD CHINESE CURIOS. advertised to take place on SATURDAY next, the 15th instant, by the undersigned at their Sales Rooms, in Ice House Street is Post poped and a quantity of BLACKWOOD FURNITURE, one PORCELAIN, INLAID BLACKWOOD SCREEN, a few SILVER CRUETS, SILVER BOWLS, &c., one APPOLLO PIANO-PLAYER with SELEC-TIONS a few pieces of OLD CHINESE PORCELAIN, one SECTIONAL CASE containing Plans of Hoogkong, Kowloon. &c., and a quantity of VALUABLE BOOKS will be Sold by Public Auction in its place.

(Particulars from Catalogue) TERMS :- As usual, a THUCHES & HOUGH,

Auctioneers. Hongking, 13th May, 1009. -

SALE POSTPONED

PUBLIC AUCTION.

THE Undersigned have received instructions to séll by 🦙 PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, at their Sales Rooms, No. 8, Des Vœux Road, comer of Ice House-Street,

A VERY RARE AND SUPERE COLLECTION

OLD CHINESE CURIOS,

 Comprising: imperial yellow dragon vases IARS CHAT SING NGAN STONE HORSES on CARVED WOOD STANDS and GLASS COVER, One MI YAN IAOW

BIG PEACH BLUE BOWL with STAND 500 years old, I MING DYNASTY ORRAM JAR 500 years old, I Pair MING DYNASTY MANDARIN JAUESTONE WINE CUPS 500 years old, KA HING BLUE VASE INLAID with GOLD FLOWERS 150 years old, Pair IMPERIAL KIUNG LIUNG YELLOW BOWLS 300 years old, T KIUNG LIUNG 5-COLOURS VASE with STAND, Very Rare and Old HONG HI, KIUNG LIUNG-VASES, JARS-and-BOWLS-from 300 to 500 years old, One Very Old KIUNG LIUNG JAR with PICTURE ENGRAV-INGS with STAND 350 years old, CARVED IVORY and BLACKWOOD ELEPHANTS, 3 SINGING BIRDS with INLAID GOLD CAGR and GLASS COVER, a quantity of CARVED BLACKWOOD WARE, SILVER CUPS. BOWLS, CRUET STANDS, MENU and FLOWER STANDS, DISHES,

KNIVES, FORKS, &c., &c., A Quantity of SCIENTIFIC BOOKS and MAGAZINES,

One APPOLLO PIANO PLAYER with 24 SELECTIONS. Catalogues will be issued. TERMS :-- As usual:

N.B.-Such a valuable collection his never been offered to the Public before. HUGHES & HODGH, Auctionners.

Hongkong, 13th May, 1909.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

TUESDAY, the 18th May, 1909, at 11 A.W., at The Hong kong and Kowloon Wharf and Godown Company's Godowns, Kowlson,

or S.S. "SCANDIA," 767 Bales PAPER, 203 Bales CELLULOSE, 40 Bales FIBRE,

AND 25 Bales WOOLLEN YARN (All more or less damaged by son water). TERMS :- As usual.

HUGHES & HOUGH,

Auctioncore. Hongtong, 12th May, 1909.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realised from simple speculation, but the great, fortunes are derived from legitimate and honest business -where the goods furnished are worth the, price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence. of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S .. PREPARATION

have always acted on very different principles. Before offering it to the public they 'first' made sure of its merits. Then, and then only, die its name appear in print. People were assured of what it would do, and found the statemen truthful. To-day they believe in it as we al believe in the word of a tried and trusted friend It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis ordered from the Kawasaki Yard. The first is | W. Bishop says: "I take pleasure in saying have found it a most efficient preparation, embodying all of the medicinal properties of pure cod liver oil in a most palatable form." stands in the front rank in the march of medicine.. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists,

GUNS

IRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders 30/s each. Illustrated catalogue; latest model Shot Guns, Combination Guns Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minories, London, R.C. Rugland:

TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS.

7:30 a.m. to 10.00 n.m. ... Every to minutes 10,000,a.m. 10 11:00 a.m. ... Every 15 minutes 11:30 a.m. to 12.45 p.m. ... Every 15 minutes 11.45 p.m. to: 1.15 p.m. ... Every 10 minutes, 1.15 p.m. to 1.45 p.m. ... Every 15 minutes 1,45 p.m. to 2,15 p.m. ... Every 10 minutes. 2,15 p.m. to : 3,00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes

5,00 p.m. to 8.00 p.m.,..: Kvery 10 minuter, NIGHT CARS.

1.45 p.m; and 9 p.m., 9.45 p.m. to 11.15 p.m.

every Kalf. hour.

8,00 a.m. to 9.00 a.m. ... Rvery 15 minutes 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 3:30 a.m. to 10.30 a.m. ... Every 15 minutes. 10,30 a.m. to 11.00 a.m. ... Every to minutes. 11,45 a.m. to 12.00 noon... Rvery 15 minutes. z.on Noon to 1.00 p.m.... Every to minutes. t.co p.m. to 5.00 p.m. ... Every 15 minutes 4.00 p.m. to 15.00 p.m. t.. Every to minutes

1.00 p.m. to 8.00 p.m. ... Bvery to minute NIGHT CARS as no Week Davs,

1.00 p.m. to 7.00 p.m. ... Every 15 minutes

BATTERDAYS

Extra cars at 3.15 p.m., 11,30 pim, and 1.1.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING

Das Voenz Road Central IOHN D. HUMPHREYS & SON

.. General Managers Handrane, 1st April, 1909.

Consignees.

NOTICE TO CONSIGNEES:

THE P. & O. S. N. Co.'s Steamer "OCEANA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the

FROM BOMBAY, COLOMBO AND

Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out. Mark by Mark, and delivery can be obtained as soon as the Goods are landed. . .

This vessel brings on Cargo :-From London, &c., ex S.S. Mooltun. From Australia, ex S.S. Mongolia, From Calcutta, ex S.S. Bicilia.

From Persian Gulf, ex B.I.S.N. and B .. P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 18th May, at P.M., will be subject to rent. No Fire Insurance will be offected by me any case whatever, -

Damaged Packages must be left in the Godowns for examination by the Consigned and the Company's representative at an ap pointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

R. A. HEWETT,

Honghong, 18th May, 1909.

Consignees.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-DLESBORO', LONDON, COLOMBO AND STRAITS.

HE Company's Steamship

"DENBIGHSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardons and/or extra hazardons Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are

Goods not cleared by the 4th inst, at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

IARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 7th May, 1909.

"NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer'

FROM ANTWERP, LONDON, MALTA, PURT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 14th inst., at P.M., will be subject to rent. AND No Fire Insurance will be effected by me in any case whatever.

Godowns for examination by the Consigner's and the Company's representative at an appointed hour. All claims must" be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

Damaged Packages must be left in the

No claims will be admitted after the goods have left the Godowns. A. HEWETT.

Superintendent

INDO-CHINA STEAM, NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE

THE Company's Steamship

Hongkong, 8th May, 1000

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their.
Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. the 14th inst. will, be landed at Consignees risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD.,

General Managers. Hongkong, 11th May, 1909

FROM EUROPE:

THE H. A. L. Steamship

"SENEGAMBIA." Captain Eckhorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature

by the 'Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed at consignees' risk into: the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 17th inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

HAMBURG-AMERIKA LINIE

Hongkong Office. Bengkeng, 10th May, 1000.

No Fire Insurance has been effected.

S.S. "POLYNESIEN." COMPAGNIR DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Sidon, from Havre ex s.s. Sidon, and from Bordeaux ex s.s. Ville de Dunkirque, in connection with above breamer are nereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon. Wharf and and Godown Co., Limited, at Kowloon, whonce delivery may be obtained immediately after

Optional Cargo will be forwarded on moless intimation is received from the Consignoes before 9 A.M. TO-DAY, requesting it to be landed here. which port and Souther you

Bills of Lading will be countersigned by the Undersigned. Goods somalning unclaimed after MONDAY, the '17th' May, at Noon, will be subject to some and landing charges. All claims must be sent in to me on or before the 17th May, or they will not be recognized; 'All damaged packages will be examined on MONDAY, the 17th May, at 3 P.M.

No Fire Insurance has been effected. P. ON CHAMPMORIN,

Houghong, toth May, 1908.

Hongkong, 21th May, 1909.

Intimation.

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD,

Watson's HYGIENOL.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rate which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a tescupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE -

Price per Pint50 cents Gallon\$2.00

A. S. WATSON & CO

HONGKONG DISPENSARY

KOWLOON DISPENSARY. Hon tkong, 17th March, 1909?

BIRTH.

On May 4, 1909, at Shanghai, the wife of JACOB FISCHER, I M. Customs, a daughter. MARRIAGE.

On May 1, 1909, at Tsingtao, ERIK TOLLER SEN, of Drammen, Norway, .. to. DOLORES ROCHE, of Tringtao.

Gite Honghong Gelegenph

HONGKONG, THURSDAY, MAY 11, 1909.

THE CHINA ASSOCIATION IN SHANGHAI,

When the Chairman of the China Association (Shanghai Branch) submitted his idea of local self-government is certain to annual report to the members at themseting be realised in the future. With regard held last week he was compelled to confess to the resources of China, the speaker held although there had been great changes in seriously taken in hand (he added) a time the Government, matters affecting the admin- may arise in which this country may find istration remained on much the same itself confronted with financial troubles. footing as before. Not that the Chinese perhaps at some great national crisis Government had not issued orders and when all her resources and strength would edicts which afford promise of great consti- be wanted. The contention that it is intertutional reforms in the future, but so far, to fering with China's "sovereign rights" to use the speaker's words, "it has been a time hypoth cate loans for special purposes seems of 'great cry and little wool.'" In a broad | to us to be quite misleading. No British sense this may be deemed a trulsm, but financier has the slightest desire to interfere been evidence galore that the Chinese are absence of constitutional government, as adopting active measures and taking ener- understood in Western countries, he looks getic steps to advance the importance of upon the loan agreement as a substitute for and methods and to realise that prin- conditions to be adhered to. On the quesciple, which to many minds is being tion of currency reform there was of course followed far too precipitately, of China for little to report beyond the fact that the the Chinese. It was Lord William Cecil, whole question is under consideration of who in a letter to the Times, wrote that China had begun to revolve, that " after 2,000 years and more of conservative existence China has realised that she must change." and the only question was, which way shall | fessor Jenks was a foreign-expert who offered she change? The writer does not pretend sound dieta as to the best methods of curto realise the form this movement will reacy reform and nothing came of it ultimately take, but any observer must see Again the Chipese Government is pledged for himself that the advent of a new Emperor to the introduction of a uniform national moted patriots, will prove of enormous value | the Mackay treaty, but for all that has In leading the Chinese along the paths of been done in the matter since 1902 the progress and material advancement through agreement might be a dead letter. An the enlightened views which are held by the exceptionally interesting passage in the remeincipal mon holding the reins of the Em. port bad reference to the credit system. He

try. There may be much to say in favour there is certainly a great deal to say against leave well alone, if we could only feel that there were no dangers ahead, but although It is disheartening to find it so difficult to get anything done, we believe that we are doing good work in quietly and temperately making representations to those in authority when we feel that British interests are likely to be affected by the course of events, and in saying British interests it would be difficult to point to an instance in which British interests conflict with the best of China herself." It seems clear that the Chairman of the China Association at Shanghai not exactly in favour of the principle decentralisation, but in a country like China where the conditions of one province differ so widely from those of another it is difficult to see how

any effective scheme of Central control could be effectively maintained. For example, the inert and conservative gentry of Hupeh could not be compared with the alert, energetic and keen-witted gentry of Kwangtung, and it is not surprising if the provincial government at Canton should claim greater powers of local administration than those granted to provinces lying nearer the metropolis. Where Imperial matters are concerned these are bound to rest with the Government at Peking, but otherwise the that they could not point to any great that these were ample to meet all her obligaachievement in regard to what might be tions and far more than all her present incalled "work done," but he argued that debtedness, but unless salutary reforms are Rome was not built in a day. There has with China's "sovereign rights"; in the the Empire as an industrial and commercial a Chinese Act of Parliament, under which factor, to lead the people in the direction of the purposes for which loans are negotiated higher ideals in the way of modern thought are specifically laid down, he expects these the Chinese Government-which is an old story. The speaker suggested that China should engage the services of a foreign expert and that is the general view, but Proguided by men of travelled experience and coinage by the terms of Article III of

pire. Accepting the fact that last year was remarked: "As a subject closely alled to a time of "great cry and little wool," it is currency, the attention of the committee certain that among the Chinese themselves has been drawn to the system prevailing a a broader outlook is being taken of their Tientsin of selling to Chinese on terms of national importance, as indicated by the credit, by the crisis in the trade there, and demand for constitutional government, the by the claims put forward by foreign mermanifest desire for Western knowledge and | chants there for compensation from the Imtechnical education, the readiness shown to perial Government. If the Chinese Govern maintain the dignity of China and resent ment is prepared to accept responsibility for slights on their national character, and in native commercial debts, there will be no other ways which need not be alluded lack of claimants from every port in the to at the moment. When the speaker country; the amount of bad debts at Shanghad declared that nothing of great import. hai alone in the last two years cannot but be ance had occurred in administrative affairs very large. No Government in the world during the year, he made allusion to would undertake such a responsibility, and what is certainly a noteworthy fact, the it must be admitted there is point in the increasing power of the provincial Govern- Chinese comment that the presentation of ments. In this connectionhe said: "Per- the claim is proof that foreigners are not alhaps the most striking development for the ways as reasonable as they pretend to be time being is the tendency to greater asser- The Committee are opposed to any extension. tion of provincial rights by the provinces, at of trading under the credit." He added:the expense of central control. The country | "We are glad to be in a position to acknowhas heard a great deal about constitutional ledge that the sympathics of the foreign government-it is evident that if the principle. Exchange Banks are against the developof representation is admitted, the local ment of the credit system, and we can gentry will have a more direct share in the only hope that shipping firms and financi-Government of the country in the future al houses at home will co-operate with them." than in the past; apparently they are not He animadverted on trade in Manchuria, prepared to wait until the new system has Japanese influence, trade marks, import BUBONIC PLAGUE! been inaugurated, but feeling that they are, duties, mining laws, etc., with a side glance even more than formerly, a power in the at the opium question which he dismissed land, they are disposed to exert authority in these words :- "We have done little or more and more in the direction in control- nothing about this question, as we have ling provincial affairs, and are inclined to regarded it, as it were, as sub judica . Total regard many public works as local affairs, in suppression presents many difficulties, and which they are entitled to take a hand, even we have no desire to add to these difficulties although the Central government may be by anything we may do or say." He was providing the funds out of foreign loans. against increased facilities being afforded the The provincial administrations seem in- press in municipal matters and even advised clined to encourage this movement, in the greater reticence in regard to the publication absence of a united government under a lof contentious matter. Perhaps he is right strong leader at Peking, and perhaps to this perhaps not, but the fendency of the day is cause, as much as to any other, may be at- | to grant increased facilities to the press rather tributed the unsatisfactory control of railway | than to restrict its usefulness as a public. funds, the mismanagement of the currency servant. We wonder if Mr. F. Anderson, the and the impediments thrown in the way of gentleman from whose utterance we have developing the mining resources of the count quoted, is among those who would deny the press access to all gatherings of public inof local management of purely local affairs, terest and yet complain every evening that "there is nothing in the paper to-night?" too great or too sudden change in an old | On the whole the Shanghai Branch of the established and complicated system of go- China Association cannot claim to have vernment like that built up in China; many | done more during the past' year than mainof us would only be too glad to say why not tain a policy and attitude of "masterly in-

LOCAL AND GENERAL.

AMONG Easter distinctions conferred by the Tear is that of the First Class of the Order of St. Anne given to M. Malevsky-Malevitch, Ambassador in Tokyo.:

INSPECTOR Withers and Sergeant E. Fox, of the Hongkong Police Force will leave the Colony in a few days' time for, the hemeland on a well carned holiday. They will sail on the-25th instant, by the French mail steamer | resolution :-

BREVET-COLONEL H. G. Fitton, D.S.O. Queen's Own Royal West Kent Regiment, who was promoted to the command of the and Battalion when it was stationed at Hongkong, will ratire from the command of the battalion at Bangalore in August next under the four years rule. It is stated that he will get a staff appointment in India in due course.

A MEMORIAL tablet in bronze has been unveiled at Rotterdam in the house where Ferdi pand de Lesseps lived from 1838 to 183), when he represented France there as a Consul. The Rotterdam Lloyd, which some time ago celebrited its 25th anniversary, thus honoured the "Creator of the Sucz Canal," to whose initiative traders to and from India are so much indebted On the 16th April last a man named Ip Chil Fuk (with a lases innumerable) was banished from the Colony for five years. It was not the first time that, ip had been deported-this will record his third occasion. Yesterday afternoon. while a warder of the Victoria Gaol, Noor Ahmed, was off duty, he spotted Ip in Connaught Road, and, needless to say, considering there is a \$10 reward offered for the arrest of al persons returning from banishment, he placed him under arrest. Ip pleaded guilty to the charge in the Polics Court, to-day, and was sentenced to six months' hard labour, and six hours' exposure in the stocks.

of one of the Apcar steamships, was-charged stamped. in the Police Cour, this morning, with assaulting one Wong Leung, an opium diven keeper, of 6, Cheung Hing Street, and with doing damage to property to the extent ful seventy cents. A quarrel, it would seem, took place between the Chinaman and the Lascar, with the result that the latter struck the Colestial in the face, and in his "white " heat, destroyed some opium-smoking paraphernalla. On The Hill provides for exemption from the count \$2, and also ordered by the Magistrate | provides other publishment in place thereof

CHARGED with fraud in connection with the sale of stamps purporting to be used for pos-Borneo, John Stewart Lowden, a stamp. Stockley, who arrested defendants, said he 1 1901 (England) believed that these alleged forged stamps had been disposed of to a yery large extent. In he took possession of, together with a quantity | dinances 1903-1908. of memos referring to the stamps, which were [... Agreed. found apread out on a table. The magistrate fixed Lowden's ball at two sureties of Lipoco each, and Harmar's at two of Lico sach.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present;-His Excellency the Governor, Sir Frederick Lugard, R.C.M.C., Colonel Darling, Hon. Mr. F. H. May C M.C., (Colonial Secretary), Hon, Sir Henry Barkeley (Attorney-General), Hop, Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.C., (Director of Public Works), Hon. Mr. F. J. Badeley, (Captain Superintendent of Police), Hop. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kal, M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G. and Mr. C. Clementi (Clerk of Councils)."

Hon, Mr. H. E. Pollock, K.C. Hon, Mr. E. A. Howett. Hon. Mr. H. A. W. Slade.

The minutes of the last meeting were read and confirmed.

FINANCE. The Colonial Secretary laid on the table the report of the Finance Committee (No. 3).

FINANCIAL MINUTES. The Colonial Secretary laid on the table Financial Minutes Noi. 13 to 17. It was agreed that they be referred to the Finance Committee. DIVAN LICENSERS.

With regard to the question of compensation to the licensees of divans, the Colonial Secretary made a statement which was insudible at the

His Excellency the Governor said that connection with the criticisms which were made at the last Finance Committee on the vote for \$10,0 o compensation to the licenseds, he wished to temind the Council that on 111 March last he submitted to the Council the despatch from the Secretary of State which referred to this subject. The Imperial Government proposed to close the whole of the divans at once as they originally appounced and promised that they would receive com pensation. It was also agreed to pay a substantial part of any loss which might accrue inthis Colony through the carrying out of that policy. But they made this condition-that whatever.compensation might be found to be equitably due the holders of these licences would be provided from Colonial funds. That was to say, the licensees should no longer have a renewal of their licenses during th current year. It was part of the arrangement made with the Imperial Gov rument and by which we would receive a substantial part of any loss incurred by this Colony, and consequently we should obtain the bulk of the funds for the current year until the Farm contracts had expired on 31st March next. We could not repudiate our part of the debt and would claim the fulfilment of the policy of the Imperial Government. After referring to the speeches of unofficial members on this subject His Excellency said Le trusted that the Council would not desire it should be understood by H. M. Government that the Council repudiated the views that had already been re-

ELECTRIC TRAMWAY. The Colonial Secretary-moved the following

corded and of which the Secretary of State had

Resolved that the resolution regarding the running of workmen's cars by the Hongkong Tramway Electric Company, Limited, now known as the Electric 7 raction Company of. Hongkong, Limited, passed by the Legislative Council on the 21st day of June 1906 be and the same is hereby rescinded.

Mr. Wei Yuk seconded.

been informed.

Dr. Ho Kai wanted to know whether the arrangement was on record and whether it was binding thing on the company,

. The Colonial Secretary said that the arrangement was on record in writing, ...

The resolution was adopted. "POSTAGE STAMES.

The Attorney General moved, and th Colonial Secretary seconded, the first reading of a Bill entitled An Ordinance to demonstize Postage Stamps, bearing the Head of Her late | Chan Sun failed to teach, or to be "smuggled" Majesty Oscen Victoria, "

monetization of postage stamps bearing the head of Her late Majesty Queen Victoria."

The Bill maker the following provisions :-From and after the 30th day of April, 1909, the use of postage stamps bearing the head of Her late Majesty Quien Victoria shall be discontinued.

After the said 30th day of April, 1909, any letter, newspaper, book, pamphlet, document parcel, packet or other material whatsoever transmitted by post stamped with a postage ALI-MAHOMMED, a scaman, in the employ Queen Victoria shall be deemed to be not duly

ABOLITION OF DEATH SENTENCE IN CASE OF CHILDREN. The Altorney General moved the first reading

of a Bill entitled An Ordinance to amend the law with respect to children and young persons. The Colonial Secretary seconded. Bill read a first time.

the first charge he was fined \$1, on the second | death sentence of persons under sixteen, and to pay the complainant one dollar compensa. The Ordinance brings into force in this Colony the provisions of the Statute 8 Edward VII Cap. 67. S. 103 recently passed in England, LARCENY.

The first reading of a Bill entitled An tage and revenue purposes in British North Ordinance to amend The Larceny Ordinance, a grocer's shop. 1865, was adopted on the motion of the Attorney dealer, of Villiers-street, Strand, and Henry General, seconded by the Colonial Secretary. Harmer, a stamp dealer, of Preston-road, West- The Bill effects an amendment of The Larcliff-on-Soa, were remauded at Bow-street ceny Ordinance, 1865, by the adoption of cer-Police Court on the 14th ult. Chief Inspector | tain provisions in the Imperial Larceny Act

PUBLIC HEALTH AND BUILDINGS. The Attorney General moved the second the prisoner's office the witness found a large reading of the Bill entitled An Ordinance to quantity of British North Borneo stamps, which amond The Public Health and Bulldings Or- you son my brother's drafts always go through

> LIFE-INSURANCE COMPANIES. The Attorney General moved the second

Leading of the Bill entitled An Ordinance to

amend The Life Insurance Companies Ordinacce, 1907,

The Colonial Secretary seconded. The Bill passed the second reading and the Council went into Committee on the Bill. The Bill passed Committee.

The third reading was adjourned. CODE OF CIVIL PROCEDURE. The Attorney General moved the second reading of the Bill entitled An Ordinance amend The Code of Civil Procedure.

The Bill passed the second reading and went through Committee. -EVIDENCE ORDINANCE.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Evidence Ordinance, 1899. The Bill passed the second reading and w nt

through Committee. ... By parmission of the Council the Bill was rend a third time and passed, WIRELESS TELEGRAPHY.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Wireless Telegraphy Ordinance,

The Colonial Secretary seconded and the second reading was carried.

The Council went into Committee on the Bill which passed through without amendment. By permission of the Council, the Bill was read a third time and passed.

MERCHANT SHIPPING ORDINANCE. The Attorney General proposed that Council go into Committee on the Bill entitled An Ordinance further to amend the Merchant

Shipping Ordinance, 1899. The Colonial Treasurer said that none of the unofficial members except those representing the Chinese had seen or studied the new amendments and he proposed that consideration of the Bill in Committee be postponed.

PEAK TRAMWAY. Council postponed Committee on the Bill entitled An Ordinance for authorising the Con-

struction of a Tramway within the Colony of Hongkong. ADJOURNMENT.

The Council adjourned uptil Thursday, the

27th inst.

FINANCE COMMITTEE. A meeting of the Finance Committee was

held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:-

PUBLIC WORKS OFFICES, A sum of five thousand four hundred and fifty dollars in aid of the vote Public Works, Extraordinary, Extension of Old Stables to provide additional office accommodation re-

quired for Public Works Department. PUBLIC WORKS DEPARTMENT. A sum of two thousand two hundred and thirteen dollars in aid of the vote Public Works Department, Other Charges, less, etc., for

stocktaking of stores. CONVEYANCE ALLOWANCE. A sum of nivety dollars in aid of the vote, Medical! Departments; C.-Institutes, Other Charges, Bacteriological Institute and Mortuaries, conveyance allowance to bacteriolo-

gical assistant. COLONIAL SECRETARY'S OFFICE. A sum of two hundred and seventy dollars in aid of the vote, Colonial Secretary's Department

and Leg slature, Other Charges, typewriter. REPAIRS TO LAUNCH, A sum of three hundred and two dollars in

aid of the vote, Medical Departments, A .-Staff, Other Charges, Health Officer of Port, repairs to launch. This was all thebusiness:

A Lost Passage:

FARMER ALLEGED TO BE SWINDLED.

BROTHERS TO ARRANGE WITH CUSTOMS OFFICIALS IN AMERICA FOR HIS LANDING.

The story of how a San Wui farmer named nto, San Francisco; how he had been The object of the Pill is to authorize the de- swindled by an alleged immigration sharp, and how he suffered at Shanghai, where he left the ship, was related to Mr. Justice Gomperiz, in the Summary Jurisdiction Court, to-day. The facts go to show how easily it is for those on the look-out in Hongkong to baffle those "green-horns" from the country. and on what a scale the smuggling of unfortunate men into various parts of the United States is carried on,

The case in point was that in which a curio dealer named Chan Kwan Shan, of 24, Queen's stamp bearing the head of Her late Majesty Road Central, sued the Po On firm, 2 9 Queen's Road West, and its managing partner, Ng Ching Ynen, to recover the sum of \$200, which was alleged to have been deposited with a man named Chan Yik Kwoog by the plain- No. tiff, at the request of the defendants-money to puichase a passage ticket to-America for the man Chan Sun.

Mr. P. Sydenham Dixon represented the plaintiff, while Mr. F. X. d'Almada e Castro defended.

The case for the plaintiff was told by the man Chan Sup, a native of San Wni district. He stated that he came to Hongkong on 20th April with the intention of proceeding to California.

Mr. Dixon-What did you; want to go there

Witness-I have two brothers there who keep What did you'do when you came here ?--

went to the Kwong Man Sing firm (the plain tiff firm) where a man had some conversation with the plaintiff. I afterwards learnt that tha man was to see the matter through;

Why did you go to the plaintiff !- He les on deposit! relative of mine.

Was he to pay your passage ?- Yes. And how was he to recoup himself? - Wel his hands.

The witness, continuing, said that he came to Hongkong to go to California in consequence of the receipt of a letter from one of his brothers. On the ward April & man named Chan Yes Lolourged.

Kwong took the witness on board a Japanes steamer. The passage was to cost \$200 and was paid by plaintiff. When witness gut aboard, it was about 8 p m. then, Chan Yik Kwong said to witness : "Well, old Chan, you had better sleep here. I'm very busy and can't attend to you now. I have to go ashore." He then left, and the ship sailed at one a.m. daylight (Laughter). The witness here corrected himself and said one p.m. "I never saw Chan Yik Kwong again," went on the wilness, "so I inquired whether he was on board. I asked the compradors and he said he did not know the man. I then related my story to the compradore." The ship sailed for Shanghai, where witness left her, and returned to Hong-

Mr. D xon-How did you get back?-I had only 57 on me, but I borrowed money from a pephew. The passage cost me \$10.

When you got to Shanghai what did you do? -I went to the Kwong Sing Fook firm, and then to the relative, requesting him to write a letter to the Kwong Man Sing, a firm of Jawellers in Hongkong, telling them of my predicament.

The Court - Why d d you leave the ship at Shanghai?-Because Chan Yik Kwong was not on board. He was to take me to America. Did you have any money on you to carry

you to America?-No. Have you tried to find Chan Yik Kwong since? -There was an advertisement for cheap goods for sale. (Laughter).

Have you seen him since your return? -No. Did Chau Yik Kwong give you the passage ticket?-No, he only showed it to me. He said he would hand it to the ship's officer,

Mr. d'Almada (cross-examining)-Where did you reside when you came here?-At the Kwong Man Sing."

For how long?-Over ten days. Did you constantly see Chan Yik Kwong?-What could I see of him when he has abscorded. (Laughter).

Did you have any conversation with him?-

Did you get many letters from your brothers acking you to go to America? - Constantly. Did your brother in his letters say that he had arranged with the Customs people in America to allow you to land?-Yes.

And it was after your brother's assurance that he had arranged for your landing that you consented to go? -Yes.

You also told the plaintiff that everything hadbeen arranged with the Customs people in America ? -- Yes ...

And you asked him to arrange your pass, age?-How can I say whether I was allowed to land in America or not. It was for Chan Yik Kwong to pur me through. (Laughter); Didn't your brother say he had arranged your landing? - My brother said nothing at all about

arranging anything with the Customs people. All he said to me was to come. But you said so a minute ago ? - How could

my brother tell whether I could land or not? Didn't your brother write to you saying he had sent drafts for your passage ?-Yes. You said you went on board a Japanese ship,

Were there any Chinese crew on board? - Yes. How many?-Now, how do I know? Are you sure there, were Chipese, crew on

board?-Sure. I ought to know when a me of the crew belonged to my own village. Were there any Chinese passengers ?- I don't

know. I know there were some Indian devils. on board. (Laughter). Did you get any food on board?-I was a

How did you pay for your "chow"? -I told

the compradore how I was situated. He said I had been swindled, and baid I could pay at Shanghai.

Where were you quartered on board?-In a hold forrard. Was there any medical examination of the passengers and crew?-Not to my knowledge.

. Was it not till after the ship sailed that you were found in the hold?-No. Are not your two brothers doing a good

business in Americ.?-How do I know? The witness was here teprimanded for his insolect answers.

Why did you not tell the ship's officers that your brothers would pay your fare at the other end?-How could I say so without Chan Yik Kwong? (Laughter),

Did you look for him !- I looked for him after the ship sailed.

The next witness was Chan Wab, the menaging partner of the Man Ying Cheung firm. piece goods dealers, whose evidence was practically of no importance. He said that he visited the defendant firm one day, and noticing that there was a chesp sale on, he went in and purchased a p tir of shoes for \$1.05. The usual price for. shoes of that kind was \$1.50.

The plaintiff was re-called, and asked by the Court: Do you know what the ordinary pass. age money is from Hongkong to America?

You have sent people to America before?-Isn't the passage money between \$200 and

Stoo?-Yes, return passage. But is not that the usual fare?-Steerage passengers pay between \$100 and \$200.

The defendant was called. He said he was the sole owner of the defoudant firm and resided most of the time in Canton. He did not know the plaintiff or the man Chan Yik Kwong. (His business in the Colony was that of making shoes. The business was left in charge of a man named Mak Yik Sang, but the latter was never ordered to guarattee any debts. Defendant denied that the chop in the payment book was the chop of his firm. The characters were different. His firm's chop was round-not square, as appeared in the book. He had never porrowed money in the conme of his business. He had never received money

In cross-examination the defendant stated that his firm made a profit last year of over \$100. His business was a ready cash ona. The defendant on being asked to produce big payment book handed to Mr. Dixon a blank account book ! His excuse was that he knew very little of the firm's business, as he was maste. was \$4,000. The rest of his shop was 511. After further questioning, the chia

Kowloon-Canton Railway.

PROGRESS REPORT.

DELAY IN CONSTRUCTION OF KOWLOON.

At the meeting of the Legislative Council this afternoon, His Excellency the Governor made special reference, in a speech of nearly an hour's duration, to the report (which we submit below) by the Chief Resident Engineer of the Railway on the progress of the works i connection with the Kowloon Canton Railway Most of his Excellency's remarks were concerned with the increased estimates, necessitated by the inclusion of works which had not proviously been incorporated in the estimates. Even the estimate, as at present submitted, was doubtful and merely approximate. He commenied upon the large estimated increase in the cost of the tunnel and spoke at length on the subject of the bridges required in the course of the line. His Excellency gave credit to Mr. Waite for his work in connection with the tunnel, and expressed the opinion that it would be finished by the end of the year, and the perminent way opened by May, 1910. . the Governor afterwards referred to the stations work on the line made very good progress duren route, stated that the report of the Medical Officer regarding the health of the employees number of coolies employed on the railway during the year was 3,244.

The report of the Chief Resident Engineer (Mr. Graves W. Eves), dated 9th March, 1909, on the Kowloon-Canton Railway (British section) is as follows :-

In presenting this report for the works done during 1908 which includes an estimate for the completion, I would first make a lew general temarks with regard to the progress and cost of the work going more into detail under each male head of the estimate afterwards.

Good progress has been made everywhere with the exception of the reclamation of a site for Kowloon Station Yard, but arrangements are being made whereby it is hoped that the delay in the completion of this work will not interfere with the opening of the line for public traffic. Elsewhere, especially in Beacon Hill Tunnel, the work has been carried out at a very satisfactory pace. The heading driving in the big tunsel will be finished fully six months ahead of the time specified in my last annual report but I do not think it lively that the date specified in that opening for public traffic (May, 1910) can be ultered.

In the New Territories, the appointment two native assistant doctors, one at Shatin and the other at Taipo as well as the better medical and savitary arrangements made during th year greatly facilitated the good progress made, The Railway Medical Officer's report shows very plainly how much benefit has been reaped by these arrangements which, though in some cases rather costly, have in every case I consider fully warranted the expense incurred.

At Taipo the slaft suffered rather severely during the last six months of the year. Hardly, a week went by without one or two of the European foremen being down with fever for two or three Tays at a time. Notwithstanding this, however, the progress there has been very good both in tunnel work and bridgework.

Turning now to the cost of the railway which is given in a summary at the end of this report, column C gives the figures of Mr. Brute's and the Honourable Director of Public Works' estimate. Column D gives the estimated cost of works as per last year's report. It is impossible to arrange that the first estimate should contain everything required for the railway without unduly delaying the publishing of that estimate,

The total actual expenditure to date is given in columns I and I and the total estimated to complete in columns K and L and the sum of these represents the total cost of the railway gives in column M.

The figures for land remain as in last year's annual report, and cannot be regarded as an exact estimate, since certain matters, in regard to resumption, and the proportion of cost to be bonce by the railway are not finally decided, The amount paid during the year was mainly for purchase of land at the south-east corner of Kowloon Peninsula commonly called Blackhead's Point.

EARTHWORK.

under this heading the progress was good with the exception of the reclamation in Kowloon Station Yard which is in the hands of European contractors. Up to the end of December, 1908, when 60 per cent. of the contract time had lapsed, 2,265 feet out of actotal of 4,300 feet of sea wall had been completed to full section and only about 40 per cent. of the quantity of earth in reclamation had been filled in. Howevery these percentages do not give fair basis to calculate the time of completion as the progress now is better than during the first six months.

The high embankments between Hunghom and the South Face of the Tunnel are giving trouble as the ground cannot bear the weight. In several places where the hard ground is very fir below the surface, embankments are sinking in fast causing the ground to spue up all round. The movement of the ground is affecting some of the bridges which have crack. ed in consequence. However, there is a surplus up the subsidence and I expect that by the rock met with. sidence reduced to a very small amount.

the majority of it is more like a greanstone or actual cost. Saleite beckers in the part of the second for of dansanite resched spirit boards bet (66; 182 was bed climets it ambabiliars to dere. This besched the line Mount of the Mounton Hille.

some of the cuttings. The large cutting north of Taipawill probably be the last of the line to be finished. This cutting is garried through an enclosed valley at 17 feet lower than the surface of the valley. A very large amount of sub-soil water will have to be dealt with which will require rather larger drains than usual,

Nearly all the slopes exposed to the action of the sea have been protected by stone pitch. ing and above this turking has been done to protect them from the wash of heavy rain.

The cost of sea wall between Granville Road | for, storm water outfail and blackhead's Point and also the cost of certain works required for the safeguarding of the railway in the big cutting near Hunghom are now included in this sub-head (earthwork) and covered by savings on the general work. The Consulting Eng. neers have continually expressed an opinion that such a deep cutting as that at Hunghom is not safe in soft material and now that the interior of the hill has been exposed and found to be of a soft friable nature certain works have to be carried out so as to avoid slips during beavy rain which might endanger the traffic. . PLINNELS.

The first tunnel near Yaumati was driven and fully lined during the year and only the masonry faces remain to be put on." Beacon Hill Tunnel which is the largest

ing 1908. Up to the end of 1907 the headings from both sides had been driven a total of 2,100 was very satisfactory and that the average feet from the permanent faces. This represented practically one year's work. During 1908 another 3,544 feet, was driven making a total of 5,644 feet altogether, of which 2,528 was driven from the south "and 3,116 from the north side. The difference in distance driven was due to a large extent to the length of suo feet driven both ways from the shaftat the north side. In other respects the progress was fairly even on both sides of the bill. The material through which the heading was driven at the south side, however, was much more variable, in some places wet running sand being met with, which added greatly to the expense and caused considerable delay.

The soft rock extended much further into the hill on the south side than on the north which will necessitate the heavy section of lining being carried much further than was estimated for

Work was carried on night and day continuously all through the year with the exception of a stoppage of about ten days early in April at the north side to fix the cage in the shall and in the end of July and the beginning of August the typhoon dimiged the coolie theds so much that the coolies all ran away and in consequence the work stopped for neara week. Not counting these stoppages but taking into account that work was carried on at four faces (two extra from shaft at north side) during thirty-five days, the average daily progress per face was 4 47 feet as against 1'97 per day per face for 1307.

During 1907 a total length of 465 lineal feet of heading, was widened out to full section of tunnel and lined and during 1908 a length of 2,940 feet making a total of 3,405 feet. Of this total a length of 2 730 was lined to the full heav, section of brickwork.

The balance of 675 feet was left unlined to tes if it would be safe to leave it without support. It was decided, however, in view of the constant change in the nature of the rock, that this would be rather dangerous so, a thin skin will he ve-to be put in to prevent small pieces of rock breaking loose with the vibration of the trains and falling on to the line. .

During the rains it was found difficult to seep sufficient men on the work to make the widening out keep pace with the heading. is hoped that when the headings meet there will remain not more than 2,500 feet of widening to do which should take about six months.

The cost of the tunnel-driving was very much made possible by coolies getting more trained to the work. The estimate, however, will be very largely exceeded in this tunnel. The average costs per lineal foot of heading, enlarging and bricking in during the year were \$70.49, \$140.86and \$113.54 respectively. Up to December, 1907, the figures were approximately \$184.00, \$275.00 and \$221.00 respectively per ineal foot.

It is a very difficult thing to give a price for completion of this tunnel. With the constant variation of the tock-and liability to sudden inrushes of water the cost may vary as much as so per cent, per lineal foot between various months.

In the estimate fire the completion I have allowed rates less than the average for the whole of last year as the costs during the year showed a fairly steady decrease.

The central part of the tunnel though it cannot be left altogether unlined can have the thickness of the lining very much reduced and a saving made in brickwork quantities compared with the outside lengths.

A rough estimate for the completion is:-Lining shaft at north side, \$ 6,000 Heading driving, Widening out, Lining, Depreciation/of plant,

\$1,121,000 This brings the total cost of the tunnel to \$3,000,000 or \$1,300,000 more than my estimate of 1907.

brium will have been established and the sub; a great surprise. The interior of the hill contings near Lok Lo-ha turned out to be, much drills to jamb. The quantity of explosives on other minor bridges.

whinstring, very hard and brittle and difficult in September, 1908, the south face heading her in the excavation. A large amount of however, are only 4't per cent. of the total

which was about three times what was estimated. This increase applies both to the heading and the widening and shows how misleading comparisons with tuonels in other d parts of the world were. This hard rock has continued almost continuously at the south face, but not quite so badly at the north face.

The great hardness of the rock necessitated very large gangs of blacksmiths to keep the drills sharp and also caused much greater wear and tear on the rock drills than was estimated

When writing my last yearly report I also had hopes that it would not be necessary to line the central portion of the tunnel except with a light flying arch and probably not even that, However, owing to the band and massive nature of the rock it is necessary to build side walls from which to spring the srch for the roof as a grad beach cannot be dressed in the rock. The rockthough very hard is full of faults and backs which render it liable to shake loose and come down with the vibration of the passing trains. Any such accident would be very serious and the risk is not worth the saving obtained by leaving the tunnel without lining.

Damages done by typhoons were originally charged to a separate unestimated sub-head, but afterwards this damage was charged against the works concerned which was chiefly Beacon Hill Tunzel.

In Tunnel No. 3 the beadings were completed and all fully widened out and lined except a length of forty-five feet in the centre. The two portals were nearly completed. The length of this tunnel is 320 feet.

One fifteen feet, length of lining and one face remained to be completed of Tunnel No. 4 or 31st December, 1908. This tunnel is 170 feet

Taipo Tunnel (No. 5) gave a great deal of trouble at the South Face. This side of the hill consists of yellow clay full of water which kept slipping into the cutting approaching the face of the tunnel. Great difficulty was experienced in making a start at heading driving as time after time the hillside slipped and l locked the entrance.

It was not until a length had been completely lined outside the slips that a safe entrance could be effected. However, all danger is now over. During the year a length of 573 feet of heading was driven out of a total of 914 feet and 118 feet 6 luches lined of which co feet is. of flying arch-type as the rock is very hard,

Tunnels 3 and 4 should be completed for the estimated amount but Tunnel No. 5 may exceed by a little owing to the great expense incurred at the south face,

In building a railway, especially in a mountainous country, the expenditure under this heading is almost invariably under-estimated. It is impossible even on a year's survey to decide what bridges are necessary to carry the water off and it therefore happens that many minor bridges are converted into major bridges and in places new minor bridges added, very reldom happens that a bridge can be cut out allogether.

In the present case it will be noticed that there will be a large increase under the subhead of major bridges. This is due to the fact that the number of major bridges has been increased and excess so caused will not vered by the saving on those originally esti-

Bridge in Kowloon Station Yard and a large. River Bridge near Taipo. The first of thesehas been very much increased in size above that estimated for and excess expenditure bridge carries Des Vœux and Gascoigne Roads over the railway and will be put in hand soon. The increase in size referred to is necessitated reduced during 1508 due to better organization by the fact-that to avoid a right angle bend these roads must form junction on the bridge. The River Bridge at Taipo will also be started in the near future. It has been decided to put this bildge in the bed of the present river instead of diverting the river through a new chapnel This will add considerably to the cost as about at feet into the bed of the river.

caused by the under-ground movements started when the heavy banks approached some of the bridges may cause a slight excess in the money required under this sub-head. I do not however, been practically decided to erect a anticipate any serious expenditure from small workshop in Kowloon to keep the rolling this cause except in the case of Bridge No. | stock of the British section in repair. The 8, a four span arch bridge on a high bank total cost of this shop with its tools and plant, in the Kowloon Tsai Vallay. This bridge etc., will be about \$120,000 was standing practically complete for nearly six months before the bank approached. The matter is now in the hands of the Consulting Engineer, but as the movement of the banks on either side, is still considerable it may be necessary to dismantle the bridge and carry the foundations down on wells' to the rock which is between thirty and forty feet below

The bridge across Sam Chun River has been al cred from that originally estimated for. The that payment will be made for these before ironwork is now being made for double line 1910. girders in order to carry a double line at the junction between the two sections.

ground.

be about 166,000. The saving is due to a cer- the cheap labour and timber. tain extent to the fact that bridges have been Righteen waggons have also been ordered, This great increase above the estimate is altered from minor to major owing to the twelve of which are of the long bogie type and of excavated material from the cuttings to make participally due to the unusual hardness of the spans being increased. Against this must be six short ones. It is proposed shortly to order put the fact that several bridges have been. Thirty more short trucks and a couple of goods time the line is ready for pub ic treffic, equill. The unusual hardness of the rock came as added for future road extensions near Taipo as brake vans. well as for waterways. There still remains to GENERAL CHARGES. sists of quite a different class of rock from that , be stated a bridge to carry a new road over North of the range of the hills the earthwork usually met with in the Colony. It is not the cutting No. 1 running between Hung Hom and in excess of that estimated for at the beginhas progressed in a satisfactory way. The rock same kind of granite at all. In places it com- the Steam Laundry. This cannot be begun ning of the year. The excess is under has exceeded the estimate in both quantity and bines great hardness with the addition of nu- until the work on the cutting is further ad- salaries only, there being a decrease under

was extremely difficult to keep good fitters and such skilled labour on the work.

The bridges on the Fan Ling Sub division which, however, were chiefly minor, cust more than I originally estimated owing to want o facilities for transport and the fact that the local labour proved itself entirely unable to do the works Coolies had to be imported and matsheds built for them. It was also decided to burn bricks locally with coal as the ordinary Canton brick was not good enough for the purpose and stone was not available. Very good bricks were burnt but the cost was great, but not so great as imported stone. Indiana had to be brought from India to load and fire the kilns as the Chinese did not know how.

There is a slight excess shown in culverts. but again it is impossible to judge the future expenditure. The villager who owns land near the line of railway has a habit of saying nothing if the railway bank cuts off the irrigation water from his land. In one or two cases be has waited for two years and then asked that all his land should be bought. The methods of irrigation arevery complicated and it is sometimes difficult to determine whether or no the railway bank really cuts off the water.

TELEGRAPH. Under the main head of telegraphs some work was done during the year. The posts were put in place for about five miles at the nothern and of the line.

In my estimate I placed the rates for ballast very high compared with railways in other Eastern countries in anticipation of excessive DON'T FORGET. ABSOLUTELY LAST prices due to combination. My estimate for top ballast is \$6.00 per hundred cubic feet, ... hope to get it broken for less than this amount, Small quantities have been broken at \$3.70 per hundred cubic feet but no large contract can be let at this rate as whenever a large quantity is mentioned the contractors raise the rates. At the commencement of the work I went into the question of the advisability of using methanical "stone crushers. There were several in use in the Colony at that time in the Naval Yard Extension Works and Quarry Bay. The conclusion arrived at from information given me was-that stone crushers only pay when time is an object, and that they are no cheaper if the collection of large quantities

A contract was let for sleepers (Australian) which was cheaper than the estimate though the present low exchange will not make the saving as much as it might have been. About 25 cents per sleeper will be saved making total of \$15,000. A contract has also been let for the rails, but in the absence of any details it is impossible to say if there will be any say. ing under this heading.

of ballast can be appead over a long period of

STATIONS AND BUILDINGS.

Very little has been done during the year under this heading. The expenditure shown was incurred on Taipo Jetty. A sum of \$15,000 for a length of 330 feet was allowed in the estimate for this, but this sum will be exceeded by about \$7,000 as it has been decided to ran the jetty out into much | penditure. deeper water than was at first thought necessary being an extension of zgo feet. There ber and one sub-divisional office was closed will accommodate large launches.

Market and should prove to be very much frequested. The other is to be at Lofu on the British side of the frontier river.

It is proposed to treat these flag stations as amounts to \$40,000 on this bridge alone. This | experiments and to put up only a cheap temporary building. If the receipts warrant it, a more permanent building can easily be built afterwards with sidings, etc., for passing trains. . For reasons of economy it has been decided to have only very low platforms at Shatin, Taipo and Fan Ling Stations. High platforms necessitating expensive foundations are costly and as a rule represent the heaviest

fremin a station estimate. The carriage stock is being designed so as to be cas,ly entered from the foundations will have to be on wells sunk both the high terminal and the low wayside station platform. The saving thus make will The cracks in the bridges near Kowloon I hope, balance the extra cost of the Taipo Jetty and the two new flag stations.

Under the sub-head "Workshops," no expenditure has been incurred up to date. It has,

There was some expenditure under the subhead "Construction " during the year; a good deal of two foot gauge tramway and trucks was purchased as well as metre gauge stock for construction bithe tunnel.

As indent has gone home for some of the permanent rolling stock for the line. One locomotive has been ordered and one more will be ordered shortly but it is not expected

The underframes for eight carriages are on order. It has been decided to build the wooden Thes wing under minor bridges will, I hope, superstructure locally and take advantage of

The expenditure under general charges was herdness. The interior of some of the big cut- merons faults and backs which causes the wanced. Very little now remains to be done other minor heads. It was not found possible to reduce the engineering staff as soon as it barder than was expected. The composition used is very great compared with other tunnels - lu almost every case the foundations of by h was expected. The fall in exchange also made of the rock is quite different from the and this above all other causes, made the major and minor bridges proved more difficult a great difference. The expanses of salaries of granite usually met with in Hongkong; greatest difference between the estimated and than usual. The labour was very bad especi- engineering staff, storm accounts and indoor ally the kind of labour required to put the tim- offices, medical and consuling engineers' fees, to drill through, In order to make the re- reached such hard rock that the consumption piling had to be done as well as pumping which works expenditure for the year and 5's of the year was 1,533 and about 1,715 on the rest of

Co-dap's Advertisements.

LAST NIGHT! LAST NIGHT

TO-NIGHT, MAY 13TH. GRAND AND SPECIAL ATTRACTION

HIPPODROME CIRCUS AND MENAGERIE.

BOXING CONTEST MIDDLE WEIGHT Gunner Bedbrook 88 Coy. R.G.A.

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A. JACKSON, Representative. Hongkong, 13th May, 1000

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ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2 ith May, or they will not be recognized. All broken, chafed, and damaged Goods an

to be left in the Godowns, where they will be examined on the 20th May, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countenigned by

GIBB, LIVINGSTON & Co.,

Hongkong, 13th May, 1909. very favoorably with similar expenditure on

other railways. The total cost of superior supervision to date including quarters and office expenses is only 68 per cent, of the total ex-Arrangements were made early in Decem-

will now be ten feet of water at low water on the 1st January, 1909, the services of one spring tide. The passenger traffic to Sha U assistant engineer having been dispensed with. Chung is expected to be good and this jetty . It may be possible to make further reductions on the staff charged to this main head It has been decided to make two flag sta- of the estimate later on in the year. The Under the heading major bridges, only two tions which are not allowed for in the original amount of reduction will depend greatly on the remain to be started, namely, Gascoigne Road estimate. One of these is close to Taipo New | health of the staff as during the rainy season malarial fever places many of the staff on the sick list for several days at a time which throws extra work on those who are well. 1 would therefore be highly imprudent to reduce the staff prematurely and run the risk of bad work, being done especially as any reduction would represent such a very small percentage

> of the total expenditure. . The cost of general management and supervision is given below in percentages of the total expenditure for the year :---

Salaries of all engineers C.R.E., D. E. & A.R.s and chief storekeeper 3 15 per cent. with their indoor staff of clerks, cashiers, etc ... Salary of railway Medical Officer.... Consulting. engineers'

salary and Home office expenses Accounts and audit office 4.14 per cent. In addition to the above there is the out-

door staff of inspectors of works, overseers, timekeepers. etc., whose pay is charged direct to the works on which they are employed. The salaries of these men amounted to 5.21 per cent. of the expenditure during the year. Considering the difficult nature of the work and scarcity of libour and contractors with any knowledge of railways, I consider the above percentages extremely good, as they compare well with other Railway construction, even in easier country.

It was found difficult to obtain good foremen those sent out from Home though they knew their work well were often troublesome to dea! with. The cost ofgetting them out from Home made it possible for them to behave very badly before they could be dismissed and they in many cases took full advantage of this. One assistant engineercan be got for the same cost as two foremen and I certainly think in China that it pays to have more assistant engineers with shorter sections and fewer Entopean fore-

There are very few departmentally paid coolies on the work now. These are mostly at Beacon Hill Tunnel and cobsist of the skilled labour driving engines, keeping the plant in order and sharpening fools, etc. All the rest of the work is on petty contract or piece work rates. The cost of labour varies very much with the

place. The highest wages , have to be paid at Taipo. Ordinary blacksmiths and fitters are paid sighty cents per day at the South Face of Beacon Hill Tunnel, ninety cents at the North Face and a few get one dollar per day at Taipo Carpenters get from seventy to eighty cents per day and blacksmiths hammermen forty to fifty. It-is very-difficult-to-say-what-the-ordinary coolie carns, in the tunnel nearly all are on piece work. The highest wages are paid to the coolies who work the drills at the heading faces and these earn over one dollar per day. The rates are gradually reduced till those working outside get about forty cents per day. The average number of coolies employed per day on the Beacon Hill Tunnel throughout the

Intimations.

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HIDES, HORNS, BRISTLES, HUMAN HAIR, WAX, HONEY and MUSK. Samples and particulars can be seen at the Astor House Room 33 by appointment.

NOTICE

Hongkong, 11th May, 1909.

"HE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to RSTA. BLISH a SHOEING FORGE at Kowloon, where Herses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme [411. will have general support:

Those desirous of availing themselves of the above are requested to send in their names and number of horses or and ponies to the W. GEGG.

Kennedy's Biables. Hongkong, 4th May, 1900.

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NAR. LI HON FAN, a Chinese graduate IVI versed in literature, has been a teacher. to European officials and merchants'in this Colony for over ten years.

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Hollywood Road, and floor, Hongkong, 27th February, 1009.

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MINING CO., LD. A N INTERIM DIVIDEND of One Shill-A ing and Six Pence per Shain free of tax on account of year vinding agen February, 19:9; has been declared by the Directors of the above

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(PROJECTED SAILINGS FROM HONGKONG -SUBJECT TO ALTERATION)

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S'GAPORE, PENANG & CALCUTTA, NAMSANG*TUESDAY, 18th May, 1 P.M. SHANGHAI, YOKOHAMA, KOBE | KUTSANG | WED'DAY, 19th May, Noon. S'GAPORE, PENANG & CALOUTTA.LAISANG*FRIDAY, 215t May, Noon. MANILAYUENSANG* ...FRIDAY, 21st May, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS)." The steamers Kulsang, Nameang and Fooksang leave about every 3 weeks for Shanghai. and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Bloctric Light. A duly qualified surgeon is also carried.

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MOIL KUBE AND YOKOHAMA.

Seiling Date Laplato 5 samos Cour Suveric ... 6,232 Shotton 3rd June

These steamers are specially fitted for the carriage of Aslatic Steerage passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA

for forther inform allow, a ply to

DODWELL & CO., LIMITER. Concrat. A onti-

Queen's Rulldin . monukone. 34th April 1909:

STRAM TO CANTON.

THE New Twin Screw Stool Steamers

"KWONG TUNG" ,...Capt. H. W. WALKER "KWONG SAI" Capt. H. S. UROWE. Leave Hongkong for Canton at 9 every follows :-

evening, (Saturday excepted); Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Ricctricity. Electric Fans in State Rooms.

Passage Fan -Single Journey\$4. Mosla Propries more propries and Lat - 61

The Company's Wharf is situated in front of the New Wistern Market, opposite the old Harbour Office.

YUEN ON 8.5, 60, LD.,

SHID ON S.S. 80. LD. .. Mo. S. Queen's Road Way longwong, with April, 1909.

HONGAUNG AYERAGE MARKET PRICES.

Corrected 7 th April, 200 cts. per 5 Mex.

PERIJAN GULY, CONTINENTAL, AMERI-Captaln B. W. Snow, carrying His Ma-

> Sucking Pigs, To Order-Chu Chai ... " Suct Boof-Sang Ngan Yan Mutton-Sang Young Yau

Parcels will be received at this Office until 4 P.M. the day before salling . The Contents Veal-Ngau Chal Yuki..... and Value of all Packages are required " Sausages-Ngau Chal Yuk Tong. 3 20 For further Particulars, apply to R. A. BEWETT,

Superlutendent. Hongkong, 1st May, 1909.

Intimations.

COLD STORAGE

THE HONGKONG ICE COMPANY. LTD., have now 40,000 Cubic feet of Stores will be Open at 10 a.M. and 4 P.M.

COLD STORAGE available at HAST POINT dally, Sunday excepted, to receive and deliver p-rishable goods. G. K. HAXTON, Hongkong, 6th January, 1909.

FURNITURE WAREHOUSE.

KWONG LOONG & . CO., **経 胃 李** 1 CABINET-MAKERS AND ART DECORATORS,

from Shanghal, has re-opened their FURNITURE STORE

No. 39, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name. XX/HERE HIGH-CLASS FURNITURE

order in any design required. Have been patronised by the Hougkong Wild Ducks Canton-Sang Shing Sul Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

VV of every description can be made to

Messrs. A. S. Watson & Co., Ltd., write st (allows:---"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annexe to our Dispunsary and gave us every satis-

(Sd.) A. S., WATSON & Co. 25th May, 1891. ORDERS punctually attended to, and UHARGES most moderate.

AN INSPECTION INVITED.

NOTICE TO SUBSCRIBERS.

Hangkang, 6th Angest, roaf

rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as DAILY-\$36 per annum.

WEEKLY-\$13 per annum,-The rates per quarter and per menram, pro-portional. Subscriptions for any period less than one month will be charged as for a full The daily issue is delivered free when the

address is accessible to messenger, 'Peal subscribers can have their copies delivered at their residences without any extra charge, On copies sent by post an additional \$1.80 per quarter is charged for postage. The nostage on the weekly issue to any par

of the world is 30 cents per quarter. Single Copies, Daily, ten cents, Weekl twenty-five cents (for cash only). (PAVABLE IN ADVANCE.) There will be no rebate to Missionan

By Order, THE MANAGER, Hongkong Telegraph Co., Ld. Hoszkowy, stad December, tgot,

Subscribers as heretofore.

BUTCHER MEAT. Beef sirloin & prime cut-Mei Lung Pa b Corned-Ham Ngau Yuk , Roast-Shin , , , , , , , , , , , , , , , Breast-Ngau Lam Boup, Tong Yuk " Stoak-Ngau Yuk Pa , Sirloin-Ngau Lau " Sausages,-Ngau Yuk Chaung ... " Bullock's Brains- , Know per set " Tongue fresh-Ngau Li...... each corned-Ham Ngan Ll Head-Ngau Tau "Heart-Ngan Sumper b Hump, Salt-Ngau Kin Foot-Ngau Kookeach Tall-Ngau Mol Tripe (undressed)-Ngau To...... THE PENINSULAR AND ORIENTAL Calves' Head and Foot-Ngau-chaltau-keck.....set \$1.00 Mutton Chop-Young Pal Kwat B Leg-Young Pei Shoulder-Young Shau STRAITS, CRYLON, AUSTRALIA. INDIA. Pigs' Ohltlings-Ohl cheong Brains-Ohl Know.....per set Foot-Chi Kook..... Through Bills of Lading Issued for BATAVIA. .. Fry-Chl Chak Head-Ohl Tau Heart -Ohl Sum.....each Kldneys-Ohl Yiupair Liver-Ohl Kon Pork, Chop-Ohl Pal Kwat Comed-Ham Chu Yuk josty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 15th Log-Ohu Pel May, at Noon, taking Passengers and Cargo Fat or Lard-Ohu Yau for the above Ports in connection, with the Compane's S.R India, 8,000 tons, from Colombo. Sheep's Head and Feet-Young Tau Passengers' accommodation in which vossel Kooksot Silk and Valuables, all Cargo for France Heart-Young Sum......each and Tea for: London (under arrangement) Kidneys-Yeung Yiu will be transhipped at Colombo into the Liver-Young Con....... Mall steamor proceeding direct to Marsaillas

POULTRY. Chicken-Kai Chal Capons, Large, Small-Sin Kal...... Dover-Pan Kaueach Eggs, Hen-Rai Tan.....per doz. Hainan-Hol Nam KalGooso-Ngo Geese, Wild Shanghal-Sheung Hol Ye Ngopalr

Musk Deer-Woog Kengeach Haro-Tu Chal..... Partridge-Che Khoo Pheasant-Shan Kal.....palr Pigeons, Canton-Pak Kup each Holhow-Holhow Pak Kup Quall-Um-Ghua Rice Birds-Wo Fa Cheukdozen Snipe-Sa Chul each Turkeys, Cock-Fo Kal Kung ... per h Hen- , Na ... Wild Ducks, Shanghal, Sui-appair Teal, Shanghal, Sui Ap Chai,......

· FISH.

Apper palr

Bream-Bln Yu..... Canton Fresh Water Fish-Hol Bin Yu Grabs-Hai, Outtle Fish-Muk Yu Dab-Sa Mang Yu Dace-Wong Mel Lun 44 Dog Fish-Tit To Sa Reis, Congor-Hal Man Yu Fresh water-Tam Sul Yu Yellow-Wong Sin. Garodpa-Sek Par Gudgeon-Pak Kup Yu Herrings-Tso Pak Hallbut-Chenny Kwan Yn Labrus-Wong Fa Yu Loach-Wn Yn..... Lobstors-Eung Ha Mackerel-Chi Yu Monk Fish-Mon Yo Mullet-Chal Ya Oysters-Sang Hoo Parrotfish-Kal Kung Yu Piks-Ta Paw Poone mountain a server Plalce-Pan Ydingsan Pomfret, Black-Hak Chopg......

Pomfret, White-Pak Chong......

Ray-Pai Pa Sa

Rock Fish-Sek Kau Kung.....

Rosch-Chan Ya merer server prosent a

Salmen, (Gien), freih water-Ma Yan

Shark-Sa Yu Skate-Po-Yu Shrimps-Ha Solos-Tat Sa Yu...... Turbot-Cho How Yu Turtles, small, fresh water-Keck Yu.... White Balt-Ngan Yu Chai

FRUITS.

Almond -Hung Yan Apples, (California)—Kam San Ping Ko. (Cheloo)-Tin Chun Ping Small-Hol Tong......

Opstard-Fan Lai Chl.....each Bananas, fragrant, Canton-Sang Sheng Houng Chiu , (brides), Macao-San Henny Chin , Chestnuts, Chinese-Foong Lut.... Coccanuts-Yoh Tszach

Lemons China-Ning Moong..... Amer. -- Kum San Ning Moong Liches, Small Stone-Lai Chi Con...... Fresh, Lai Chi Limes, (Saigon)-Sai Kung Ning Moongach

Mango, Manila-Lui Sung Mong...... Mango, Salgon-Sal Kung Moong Mangostoens, San Chuk Tsr per 100 Small-Tai Kutcatty

Mandarin-Tim Kut Passion Fruit each Pears, (American)-Kam San Shut Li Ib

(Canton), Cooking—Sa Li (Shanghai)-Shoung Hoi Lil ... is Peanuls,-Fa Sang Persimmons, Large, -Hung Chie Pine-apples, 1st quality-Sheung Poon

. Ti Paw-laweach and cooking—Chung-tang Paw-law Platains-Tal Chiu Plums, Swatow-Hung Lai

Pumelo, Slam -- Chim Lo Yau each 30 Walnuts, Hop Tou Green -Sang Hop Tou Shanghai Lo Kwat

VEGETABLES, &c. ..

Artichokes, Shanghal,-Sheung Hot Ah-Chi Chauk

Beans, (French) Macao-Oh Moon Pin Tau Beans, (French), Shanghai-Sheung Hoi

Pln Tau Boans, Sprout-Ah Chol....... Beans, Long—Tau Kok Beet Root-Hung Choi Tau..... each Brinjals, Green-Cheng Yuen Ker Brinisis, Red-Hong Ker Brasslca-Pak Chol.... Bamboo Shoots-Chock Shun Cabbage, Chinese, com.-Kai Choy..... Cabbage, Red-Kai Lan Taueach Cabbage, (Shanghai)-Yeh Choi

Cane Shoots, bunch-Kan Shun Cauliflower, Large size-Tal Yeh Choi Faeach Cauliflower, Medium size-Cheung Yeh Chol-faeach Cauliflower, Small size-Sai Yeb Choi-fa

Carrols-Kam Shun Celery, Chineso-Tong Kan Choy Celery, English-Young Kan Choi Colory, White-Pak Young Kan Chui ... Chilles, Dried-Con Lat Chiu Red-Hung Fa Green-Cheng Lat Chiu

Curry Stuff, English—Ka Lee Choi Liu 50 Cucumbers Cheng Kwa Bitter Squash-Fu Kwa Garlic-Suen Tau..... Ginger, young-Sun Tez Keung , old-Lo Kenng Horse Radish, Shanghal-Lik Kan ... 1 Indian Corn-Suk Malpiece

Lettuce-Young Sang Choleach Water Chesnuts-Ma Tai Mandarin-Kwel Lum Ma Tal Musk Melon Mushrooms, Fresh-Sang Cho Kho..... Onlons, Bombay-Young Chung Tau ...

Green-Sang Chung..... Shal-Sheung Hol Chung Tan Japan-Yat Poon Okross-Mo Kor Parsley, English-Young Un Sal B Gradus Pea

Potatoes, Sweet-Fan Shu Shanghal-Shoung Ho! Shu Japan-Yat Poon Shu Taal American-Fa Ki Poochow-Fuk Chan Shu Tsal

Macao-Oh Moon ... Famptin-Toong Kwa Radish-Hung Lo Pak Teal Shalots-Con Chung Tau Spinge (Chinese)-Paw Obol Spinach-Yin Chol Tomatoes-Fan Ker..... Taros-Wa Tan

Tarnips, Pun-ti (Long)-Low Pak English-Young Low Pak, place Vegetable Marrow-Chit Kwa Water Crosses - Sal Young Chol ----Caltrops-Lan Kok.

Lily Roots-Lin Ngan Yams-Tai Shu Bagspor bengle

The prices necessarily vary from dente day, and the Sanitary Board has no power to compet stallkolders to sell at the prices quoted.

W. BOWEN ROWLANDS Printers Training But

COMMERCIAL. TO-DAVE EXCHANGE. 4 months America-Bank T.T deinend...... 134 Slagapore-Back T. P. per H.K. \$100761 Japan-Bank T.T. 32 duys' sight San Francisco & New York..442 4 months' slybt de. to days sight Sydner & Mellimerse 1.10 6 months' slk bt 2.31 OPIUM QUOTATIONS. To-day's quotations are as follows :-Choising, Ger. s.s., 1,021, J. Bruhn, 10th May, Oldest@ Patna New @ 995 Benares New @ 1,015 Old SHIPPING AND MAILS MAILS DUE Canadian (Empress of India) 14th inst.

Indian (Nutsang 17th inst. German (Zuelsow) 19th inst. German (Prine Waldemar) 28th inst.

The Bank Line sis, Kumeric arrived at Victoria, B.C. on toth inst, The s.s. Saint Patrick is due at Hongkoog

from New York on Sunday next.

THE WEATHER.

The following report is from Mr. F. G. Figg. Director of the Hongkong Observatory:-On the 13th at 11.55 a.—The barometer has risen slightly in E. Japan and fallen elsewhere, particularly over Chipa.

A depression appears to be developing over the Yangize Valley, and pressure remains low over the Pacific in the neighbourhood of the Bonins. Pressure is still high over N.E. Japan.

Moderate N.E. and E. winds may be expected in the Formosa Channel and fresh to moderate E. and S.E. winds along the northern shores of the China Sea.

"Hengkong Rainfall for the 74 hours ending at 10 a.m. to-day, 0.c4 inches. JORECAST.

1.-Hongkong and Neighbourhood, E. winds. fresh to moderate; fair.

3.—South coast of China between Hongkong. and Lamocks, same as No. 10. 12.

4. - South coast of China between Hongkong and Halman, same as No. t.

Chip Shing, Br. s.s., 1,199, F. Mooney, 12th May,-Tientsin 5th May, Chefon 6th, and somus Weihaiwei 7th, Gen.—J., M. & Co. Sungkiang, Br. s.s., 987, G. H. Pennyfather, 12th May,-Iloilo 9th May, Gen.-B. & S. Biogo Maru, Jap. s.s., 3,873, A. Christiansen, (3'13th May,-London via Singapore 7th May, Gen.-N. Y. K.

Meefoo, Chi. s.k. 1,339, J. McArthur, 13th May, Canton 12th May, Gen. - C. M. S. Nam Sang, Br. s.z., 2,591, P. M. B. Lake, 13th

May,-Yokohama 30th April, Kobe and Moli 8th May, Coal and Gen .- J., M. & Banri Maru, Jap., s.s., 2,368, J. Yamanaka, 13th

May,-Miike 8th May, Coal.-M. B. K. Chiyuen, Chi. s.s., 1,177, C. Stewart, 13th May, -Shanghai 8th May, Gen.-C. M. S. N. Heim, Nor. s.s., 758, A. Ericksen, 13th May,-

Bangkok 5th May, Rice.-Yuen Fat Hong. Kjold, Nor. s.s., 910, T. Hellesoe, 13th May,— Canton 12th May, Gen.-Asgaard, Thoresen & Co. Knivsberg, Ger. s.s., 646, Henk, 13th May,-

Hoihow 12th May, Gen .- J. & Co. Benlomond, Br. s.s., 1,735, P. Sutherland, 13th May,-London via Singapore 7th May, Gen.-G.b L. & Co.

Clearantes at the Harbour Office.

Kield, for Chefon. Gabriel, for New Guines. Choshun Maru, for Swatow Yawata Maru, for Manila. Yingchory, for Shangbai, -Chiynen, for Capton. Buluan, lor Kwong-chow-wan. Dagny, for Touranc. Neumveklen, for Shaughai.

May 13. Oceans, for Shanghai.

Anhair for Capton: Riang Ping, for Capton. Hsingshum, for Canton Sexta, for Amoy. Lightning, for Calcutta. Belf 1, for Portland, Or. Yingchow, for Shanghai. Dagny, for Touranc.

Passengers arrived. Per Namiang, from Japan-Mr and Mrs. Watson, Mr. and Mrs. Fox, Miss Rayen, and

Bo Chinese. Per Bingo Marn, from London, &c. for Hongkong-Mr. W. Reld, Miss Rogledow, Mr. and Mrs. E. Ottone, Miss Ottone, Messrs. A. Cano. parlaHauron, H. Christensen and Shaminsky, For Kobe-Mr and Mrs. N. Hanlitch, Messrs. F. Slork and F. K. Inonye. For Yokohama— Co. Y. Miyakawa, Capt. T. Tanibayarki, Mr. and Mrs. T. Hattori, M.s. R. Lurcock, Messre, R. Thompson, F. Denies, and Dr. R. Macnair.

Trasongers departed.

Pet Polynesien, for Shanghai, &c .- Mrs. C. Pereira, Mr. and Mrs. Clayson, Mrs., V. Guterres, Mr. L. Gutenes, Mrs. E de Souza, Mr. J. da Luz, Mrs. Ph. Sisters, Messrs. Frank and Fred. Sidney, M. Oggibi, N. Maltas, J. Martis Mr. and Mrs. Bumann, Mrs. Sembill, Rev. Fr. Laisne, Mr. and Mrs. Berond, Mr. Saubie, Mrs. Duval, Messrs, P. Vasilio, Bonduel, Mr. and Mrs. J. B., Lucas, Messrs. M. Cohen, H. Rustomice. A. ... Gredo; Shargoro z i, Bellocil Dubois, Verdier, Redusjec, S. A. Ferrand Burke, Honan, A. Desker, Tan jzvella, E. Gadially, L. Lacrense and E. Ribet.

Shipping Reports. Str. Chiyuen, from Shanghai :- Light wind

and fine weather. Str. Namesang, from Japan :- Moderate N'ly wind and sea fine to misty weather.

Str. Sungklang, from Hoilo:-Light variable breeze overcast and showery weather to Manila thence light to moderate N.E. breeze fine cloudy weather to arrival slight sea.

Str. Chip Shing, from Tientsio, &c. :- N.B Promontory to Lat. 36° N. Light variable winds with log at intervals. Lat. 36° N. to Tung Yung, Light S.Wily wind and fice clear weather. Tung Yung to Port fresh to moderate

VESSELS IN FORT.

Bourbon, Fr. s.s. 1997, Le Bail, 1st May,-Saigon 27th April, Rice.-Man Fat. Capri, Ital. s.s., 2,718, J. Dini, 6th May,-Bombay 17th April, and Singapore 30th,

-Bangkok 31st April, Rice and Wood .-Chosbun Maru, Jap. s.s., 1,301; T. Suruga, 11th May, -Swatow 10th May, Gen. -O. S. K. Chowle, Ger. s.s., 1,115, F. Schmetz, 10th May, -Bangkok via Swatow 1st May, Rice.-B.

Daijin Maru, Jap. s.s., 980, Y. Kaburaki, 12th May,-Tamsui via Amoy and Swatow rith May, Gen.-O. S. K. Haitan, Br. s.s., 1,183, J. S. Roach, 12th May, -Swatow 11th May, Gen. - D., L. & Co. Jacob Diederichsen, Ger. s.s., 623, A. Hansen,

10th May,-Hoihow 9 h May, Gen .- J. & Kennebec, Br. s.s., 3,301, C. R. Beynon, 12th May, -Swatow 11th May, Ballast .- S. O.

Koranna, Br. s.s., 2,267, J. H. Heare, 5th May, -New York via Singapore 11th Mar., Gen. -S. T. & Co. Korat, Ger. 8 s.y 1,223, W. Schmidt, 7th May, -Bangkok 1st May, Rice. - B. & S. Lactles, Br. s.s., 1,340, D. C. H. Frampton,

12th May,-Saigon 8th May, Rice, Meal and Gen.-Wo Fat Sing. Laisang, Br. s.s., 2,224, F. Wheeler, 11th May. -Calcutta via Penang and Singapore 5th May, Gen.-J., M. & Co.

Lockson, Ger. s.s. 1,020, W. Taeubert, 7th May,-Bangkok 26th, April, Rice.-M. & Loongsang, Br. s.s., 1,708, Kennedy, 12th May,

-Manila via Amoy 10th May, Gen .--] Manchuria, Am. s.s., 8,750, A. Dixon, fot May, - San Francisco 9th April, Manile 7th May, Mails and Gen .- P. M.

Manila, Ger. s.s., 1,790, J. Minssen, 1st May, -Sydney 8th April, and Manila 28th May, Gen.-M. & Co. Michael Jobson, Ger. s.s., 951, J. Peterson,

Rubi, Br. s.s., 1,611, R. W. Almond, 10th May, -Manila 8th May, Gen, -S., T. & Co. Shantung, Br. s.s., 1,835, Robinson, 24th April; - Hongay 21st April, Coal,-B. & S. 2.-Formosa Channel, N.E. and E. winds, Signal, Ger, s.s., 950, G. Schlaikier, oth May -Canton 9th May, Gen.-J. & Co. Sui Sang, Br. s.s., 1,776, W. D. Welsh 7th. May,—Calcutta via Penang and Singapore

ist May, Gen .- J., M. & Co. Taiyuan, Br. s.s., 1,459, L. Dawson, 25th April, -Melbourne and Ports, 27th Mar., Gen.-B. & S.

Tamsui, Br. s.s., 917, Lennox; 6th May,-Swatow,4th May, Ballast -B. & S. Tjikini, Dut. s.s., 2,826, H. Koops, 5th May,-Moji 29th April, Coal.—J. C. J. L.

Tjimahi, Dut. s.s., 2,048, J. N. Boumann, 6th . May,-Macassar 28th April, Sugar and . Gen.-J. C. J. L Tsintau, Ger. s.s., 1,002, Fr. Bücking, 10th

May,-Bangkok 3rd May, Rice and Meal. Yawata Maru, Jap. s.s., 2,366, T. Sekine, 11th May,-Yokohama 1st May, Fried Fish and Cuttle Fish .- N. Y. K. Y. Sontua, Am. s.s., 58t, Garwahen, 13th April,

SAILING VESSEL.

Alcides, Br. 4-masted bark, 2,968, L. Smith, 1st May,-Kobe 23rd April, Gen.-S. O. Co.

DOOK RETURNS.

HONGKONG AND WHAMPOA DOCKS. Scandia Y. Sontua Tak Hing Sul An

Ships Passed The Canal.

and April-Constantia. 6th April-Wray Caille, Sado Maru, Nore, Palermo, Pathan. 13th April-Bencleuch, Benlomond, Genturret, Print Bitel Friedrick, Prometheus, Salazie. Senegambia, Theseus, Tourane, Westphalia, Poona, 16th April-Kleist, Nippon, Bingo Maru, Dardanus, Hudson, Polymesten, Stlutt, Tamba Maru .. 20th April -Palawan, Ghauce. 23rd April-Astyanax, St. Patrick, Achilles, Antenor, Namur, Palawan, Saxonia, Kamo Maru, 14th May, 11 A.M. Afric. 23rd April-Cardiganshire, Nera. 27th April-Lutzow; Benmohr, Brasmar, Dortmund. Laertes, Sithonia. 30th April-Sydney Albenga, Menelaus, Inaba Maru, Kawachi Mark, Pring Ludwig: 4th May-Cyclops, Bance. 7th May-Petho, Caledonien, Glenerk. Ping Suey, Simia, Cathay. 11th May-Benledi, Flintshire, Sumatra, Bedouin, Persta, Print Regent Luitpold, Stam, "

Arrivals at Hon 6 -2nd April - Glanavon. 6th April-Deucalion, Carnaevonthire, Pak Ling. 15th April-Aragonia, Awa Maru, Constantia, Spreswald, Stlesia, Malta. 16th April-Lyndhurst, Prinness Alice, Tourane, Slavonta, Montgomeryshire. 20th April - Yed-do, Prometheus. 21st April-Nove. 23rd April -Tamba Maru. 27th April-Macedonia, Bencleuch, Headley, Andalusta, Westphalla. 30th April-Kleist, Nera, 4th-May-Thordis, Achilles. 7h May-Inaba Maru, Lasties, Palawan, 11th May-Dortmund, Saxonia.

May to at May to at TO A.M. 1. 4 P. M. 29.90

Barometer 30.00 Temperature motornes 75 Reinfellerengenengen

Steamers Expected. Agents Verseis Emp. of India Shanghai... C. P. R. Co May 14 Kucichow ... Tientain .. B. & S. .. May Silvia Singapore H. A. L. May 14 Kaga Maru ... Shanghai... N. Y. K ... May Socotra Singapora P. & O. Co May Kutsang Singapore . J., M. & Co May Nipport Singapore M. & Co ... May E.F.Ferdinand Singapore S., W. & Co May. 18 Luctrow......... Colombo ... M. & Co ... May 19 Takasaki Maru Bombay ... V. Y. K... May P. Waldemar., Sydney ... M. & Co ... May 28 Changsha Sydney ... B. & S. ... June 9

CHIMA COAST METEOROLOGICAL REGISTER. May 12th, 1909, a.m. Bar. Th. Hu. Wind Wr. Vladivostock. 17 8.EL 30.11 42 | 92 |

Hakodate 30,02 Kagoshima. 30.01 Oshima 10,01 ΝE 30,01 NE Ishigakiiima. Weihalwel ...9 a.m. 30.20 58 LIANKOW D a.m. 30.07 Shanghal 71 ME 2 om Gutzlaff · 69 95 MR Sharp Peak... Swatow . Taihoku Taichu..... Koshun Fuscadores .. Hengkong ... Wictoria Penti HOCK . Macao Wachow Holhow Pakhol

Tourana C. St. Jamis Aparri Legaspi Viadivostock.(7. a.m.(30.01) 41 (97 30.20 — — — — SE Hakodate Toklo

a.m. 30.12 58 88 Welhaiwei 11th May,-Weibaiwei 5th May, Salt;-J. Hankow Kinklang Shanghal..... a.m. 30.02 61 83 29.99 68 95 NE Sharp Peak... Amoy 6 a.m. 29.94 71 76 NE 1 . b Swatow Taihoku a.m. 20.92 - - - E Talchu.... Talnan 29.92 - -Koshun NE Pescadores ... Hougkong . Victoria Peal Gap Rock ... Macao Holhow !

Tourand O. St. James Manila.... 108.DL 29.88 84 77 WWW I

-from Manils, Sugar.-Yuen Sheng & Co. Office.

> Only fully prepaid letters and postcards are transmissible by the Siberlan Route to Rurope.

Approximate times of closing malis at Shanghai via Dalny and Siberia. At 900 A.M. at -8.30 P.M. at 8.30 P.M. at 8,30 P.M.

at 8.00 A.M. A Mail will close for :--Swatow, Amoy, Foochow and Shanghal-Per Choshun Marn, 14th May, 9 A.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelalde, Dunedin, Perth and Fremantio-Per Vawata Swatow, Amoy and Foochow-Per Hallan

14th May, Noon. Macao-Per Sui Tai, 14th May, 1.15 P.M. Manila-Per Loongsang, 14th May, 3 P.M. Amoy -Per Tfimaki, 14th May, 3 P.W.

Shangha - Per Meefoo, 14th May, 3 P.M. Manila, Zimboanga, Port Darwin, Thursday Island, Cooktown, Calras, Townsville, Bris-bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Fremanth and Dunedin-Per Talynam, 14th May, 3 P.M. Moli-Per Banri Maru, 14th May, 5 P.M.

Shanghai, Moji, Kobe and Nagasaki-Pe Koranna, 14th May, 5 P.M. Kobe and Yokohama-Per Bingo Mars, 14th May 5 P.M.

Manila-Per Rubi, 15th May, 10 A.M. Bangkok-Per Lockium, 15th May, 10 A.W. Shangbal-Per Wingsang, 15th May, 10 A.M. Singapore: Penang and Bombay-Per Cape 15th May, 10 A.M.

Rurope, &c., India, via Tuticoria-Pe Dolla, 15th May, 11 A.M. Batavia, Cheribon, Samarang, Sourabaya and Macasaar-Por Tilkini, 15th May, 11 A.M. Macao-Per Suf Tal, 15th May, 1.15 P.M. Shaughal-Per Andri Isla May, 1 his

Chinking-Per Shantung, 15th May 5 P.M. Shanghal-Per Hangsang, 15th May, 5 P.M. Holhow, and Halphong-Por Singan, 15th

Swalow, Amoy and Tameul-Per Dallin Mary, voth May, o A.M. Weihaiwei, Chefoo and Tientain-Per Chipshing, 17th May 3 P.M. Cobu and Hollo-Per Sungalang, 17th May,

Shanghal, Nagazaki, Kobe, Shimiza, Yoke-Mail to Europe Per Manchuria, 18th May, Swatow, Amoy and Foothow-Per Haiyang,

Manila-Per Teast, 18th May, 2 P.M. Singapore, Pennng and Calcutta - Per Namsang, 18th May, 2 P.M. Kobe-Per Amara, 18th May, 3 P.M.

Shanghai, Yokohama, Kobe and Mojl-Per Kutsang, 19th May, 10 A.M. Rurope, &c., India, via Tuticoriu-Per Derflinger, 19th May, 11 A.M. Chefon and Tientsin-Per Kuelchow, 19th.

Shanghai-Per Chinhan, 20th May, 3 P.u. Nagaraki, Moji, Kobe and Yokohama-Per Kamo Maru, 20th May, 5 P.M. Manila, Yap, Fr. Wilhelmsbafen; Simpsonhafen, Herbertshobe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand Dunedie, Melbourne, Adelaide, Perth and Fremant'e-Per Manila, 21st May, 9 A.M.

Singapore, Penang and Calcutta - Per Laisang, Bist May, 11 A.M. Newchwang - Per Kwelyang, 21st May, Manila-Per Ymensong, 21st May, 5 P.M.

Shanghal, Nagasaka, Kobe, Yokkaichi, Vokobama, Honolulu and San Francisco-Par Chiyo Maru, 22nd May, 11 A.M. Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.), Siberian Mail

to Europe - Per Empress of India, 22nd May. SHANGHAL VIA SIBERIAN Mail to Europe-Per Chenan, 21nd May, 6 P.M. Europe, &c., India, via Tuticorin-Per Oceanien, 15th May, 11 A.M.

Manila-Per Taming, 25th May, 2 P.M. Singapore, Penang and Colombo-Per Zyo Maru, 25th May, 5 P.M. Timor Port Darwin, Thursday Island, Cooktown, Calina, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perthand Fromantio-Per Aldenham,

26th May, '11 A.M.

Wondcock ...

Voodlark

CRAIGIERITES. Smith Crouther ... Caldwell, Mr. and Mrs. Smith, Mt. and Mrs.

Clothier, Mr. and Mrs. Smith, E. Grant Smith, Mr. and Mrs. Hollingsworth, Mr. Ritchie, Mr. and Mrs. Wilson, G. L. Ritchie, Miss D.

Ellis, A. Finch, Capt, and Mrs. Probyn, R.A.M.C., Major

Lievesley, G. L. Lipscher, J. Bryant, G. H. Lusk, Mr. and Mrs. J Champlin, Mrs. J. D. Macdonald, D. Condon, H. L. Mackenzie, Miss Cotton, Mrs. H. E. Magne, L. Marriott, Dr. O. Dana, Mrs. G. Davidson, N. K. Massey, Miss K. A. McEween, Miss E. Dickeson, R. H. Dow, Mrs. L. K. McInering, W. H. Dow, Miss A. McIntonh, G. C. Dow, Miss D. McKean, Dr. G. W. Metsenthis, Capt. and Dow, Arthur Dunne, Mrs. P. F. Mrs. Morse, H. J. Dunne. Master A. Dunne, Miss M. Nanghtom, D. G. M. Dunne, M. Eldridge, Mr. and Mrs. Nostrand, J. J. Van Osborne, Mr. & Mr. Evans, G.: Fathenstock, Mrs. Ottone Nr. & Mrs. E. Fournet, Madam Ottone, Miss Phillips, H. L. Fuller, Denman Roy, E. H. Richardson, E. M. Gill, Miss E. H. Richardson, M. F. Russell, G. R. Gorbam, Mr. and Mrs. Ruprecht, L. T. Schaeffer, Miss Schley, T. F. Green, Allan. Hayes, G. V. Schley, Mrs. T. F. Heermann, P. C. Sessions, Mrs. & Miss E. Spalding, R.N., Surgeon Hillier, Mrs. L. Speacer, H. Spittins, J. Innes, Capt, R. Stebbing, W. T. Iones, H. A. Wilbur, Mr. and Mrs. Kench, O. C. Kelly, Mr. and Mrs. H. Wylly, E. Kiddle, R. Zallensky, A. Kiddle, Miss R. PEAK. Aubrey, Dr. Knott, Mrs. Aucott, E. F Komble, Dr. Binst, Mr. Lloyd, Mr. Bowen, Mr. and Mrs. Lings, Mr.

HONGKONG.

& Kreeling, Jas. A.

Lack, G. M.

Adams, P. R.

Barnes, Miss M

Ashburst, Mr. & Mes.

Campbell, Miss Carter Longridge, Rev. Спртав, Мг. Cousland, A. Miller, Mr. Danby, Mr. and Mrs. Mitchell, R. Darling, Col. Monk, A. V. Davidson, E. Montfield, Engr.-Com. and Mrs. Deimers, Mr. and Mrs. Moreno, A. Detmers, Miss Dooner, Capt. & Mrs. Nicolaisen, Mr. Dowley, Mr. and Mrs. Orr. J. W. Bunies, Rov. and Mrs. Perkins, T. L. Philips, Mr. and Mrs.

Galbraithe, Mr. Klog, Mr. and Mrs. B. Ganaden, G. G. Rocke, Miss Rogers, Mr and Mrs. Gaster, E. King, Mr. and Mrs. P. Rogers, Miss Gelsthorpe, F. l. Sawer, Mrs. Sayle, Mr. and Mrs. Grieve, Mrs. Hancock, H. Sinclair, A. Smith, A. Findley Hansen, Mr. Harris, Mr. Southerland, Mr. and Hassan, Mr. and Mrs. Hazeland, F. A. Stacpole, Lt. Col. Stadt. Mr. and Mrs. Hockaday, W. T Houghes, R.v. Van der Thompson, Lt. & Mrs. Humphreys, W. M. Thornbill, Rev. Joseph, Mr. and Mrs. E. Twiss, Capt. and Mrs. White, Mr. and Mrs. Wood, David Kennedy, Mr. Knight, C. C. ASTOR HOUSE. Amant, L. H. Kelly, W. H. Bailey, Mr. and Mrs. Kilbury, Mr. and Mrs. H. K. Barbage, H. Loe, Mrs. A. E. Lennox, Mr. and Mrs. Bates, F. L. Bernard. Mr. Bowden, W. Bucham, F. Carmelo, S. Casagrande, Mr. and Crew, Mr. and Mrs." Dait: Mr. and Mrs. S. Dumes, L. E. Ellis, W. Ryrd, H Ferry, W. V. Ghibands, A.

Madden, J. F ... Madingar, P. Morcovits, Mr. Morrie, Miss Harriet Musto, V. F., Marquis and Marchioners S. Niciahr, Albert Dante, Mr. and Mrs. F. Potter, J. S. Rae, Mr. and Mrs. A. L. Ramello, Mr. Ramsay, R. Raygondean, Mr. Robinson, M. A. Ginkel, Van Setna, S. D. Gomes, A. J. ! Stepney, C. H. Vorst, Miss Van Herrera, T. C. Holliday, Miss M. Walker, F. W. Williams, L. Jack, C. GRAND CARLTON. Jackson, Mrs. Klety, A.

Abell, S. O. Asshley, Miss Luck, S. Bell, Miss Lightfoot, Mrs. Bolden, S. C. McComb. W. Borden, Mr. and Mrs. McKee, Mrs. Mollemann, J Borden, Miss. Brown, Mrs Mulder, J. D. Bussell, Mr. and Mrs. Mulder, J. D. S. Bysack, K. Muller, C. Chiles, Miss A. Muller, Dr. F. Collins, J. Munro, Miss. Racy, Miss Colman, Mrs. Raymond, Mr. & Mrs. Dale, E. G. Roland, A. J. Danies, F. Danies, L. L. Schullz, Mrs. Shield, G. Davies, F. O. Day, E. W. Smith, C. B. Goulborn, V. Stonebam, F. Terner, C. G. Gowen, R. A. "Thompson, T. J Hone, W. Urban, Mr. and Mrs. Ingram. J. Inmap. J. Rissland, Mr. and Mrs | Jackson, Av Zelia, Miss HIS BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

		manual.				
NAME.	CLASS.	Tons.	GUNS,	I.H.P.	CAPTAIN.	LAST REPORTED AT
		- 14 A	- Ka	take the		
Alacrity	despatch-vessel	700	4]	3,000	Commander C. T. K. Fuller	Yokohama
Astraca	"Cruiser, and class	4,360	. 10	7,000	Captain F. E. C. Ryan	Shanghai
Bedford	cruiser, 1st class	9,800	14	12,000	Uaptain Fitzkerbert	Yokobama
Bramble	river gunboat	710 .	6	900	LtComdr Hon, R. O. B. Bridgeman	Shanghai
Britomart	river gunboat	710	6	900	Lieut-Commander F. B. Noble	Hongkong
Cadmus	sloop	1,070	. 6	1,400	Commander H. L. P. Heard	Shanghai
Cherub	water tank and tug	390		300	Master S. West	Hongkong
Ollo	alaan	1,070	- 6	1,400	Commander C, T. Borrett	Shanghat
Fame		306	6	1 5,700	LieutCommander Thomas	Kobe
Flora	cruiser, and class	4,360	10	- 7,000	Captain Rowland Nugent	Graising in Pacific .
Handy	torpede boat destroyer	275	6	4,000	LieutCommander G. Heathcote	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Llent'-Commander Mouroe	Shangbai
Janus	torpedo boat destroyer	280	4.6	3,900	LleutCommander G. C. Heathcote	- Hongkong
Kent	cruiser, 1st class	9,800	. 14	12,000	Captain G. C. A. Marescaux	Yokohama
King Alfred	Cruisor, ust class	14,100	18	30,000	Captain Clinton Bacer	Yokobama
Klasha	river gunbout	616	4	1,200	LieutCommander T. J. S. Lyne	Yangu
Morlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Hongkong
Monmouth	cruiser, 1st class	9,800	14.	12,000	Captain G. W. Smith	Hongkong
Moorhen	nver gunboat	, 18o	2	. 800	LieutCommander C. C. Welcott	Hongkong
Nightingale	river gunboat	85	3"	240	LieutCommander R. S. Roy	Yanguse
Olter	torpedo boat destroyer	350	6	6,300	LientCommander B. J. Guy, v.c	Yokohama
Robin	siyor gunboat	85,	. 2	240	Lieut-Commander J. White	Hongkong
Sandpiper		17	2	240	Lieut-Commander H. R. Tickell	West River
Spipe in in	river gunboat	85	3	240	Lieut-Commander.Also Dixon	Yangtat
Taku	torpedo boat destroyer	250	. 6	6,500	Gunner W." Barlow	Hongkong
Tamar	receiving ship	4,650	6	, -w ·	Commodore H. Lyon	Hongkong
Teal	river ounboat	180	. 2	800	LieutCommander H. R. Godfrey	Yangue
Thistle	river gunboat	710	6.	900	Lieut. Commander H . T. Atlay	Yangise
Virago in	torpedo boat datroyer	355	6	6,300	Commander Stevenson	
Waterwitch	envusulan shin	620	4.	450	LieutCommander H. P. Douglas	Port Swettenham
Whiting	The same of the sa		6	5,900	LieutCommander O. A. Frem in:le	. Shanghai
4004 f	and an arrangement		. 3	0	P. Least Compander on C. Vince	A Cal Lange of the state of the

FRENCH MEN-OF-WAR ON THE CHINA STATION

Lieut-Commander no. F. Knoz ...

Lieut.-Comdr. H. R.V. Cottrell-Dormer.

Lieut. Commander G. R. Llvingstone.

NAME:	FLAG AND DESCRIPTION.	TONE GUNS.	н. Р.	COMMANDING OFFICERS,	LAST REPORTED A
Alger Argus Bruix Décidée D'Entrecasteaux j Olry Peiho Takiang V yi ante	river gunboat	8,200 26 170 6 130 4	5,100 570 8,300 900 13,500 500 280	Commander Fournier Lieut, d'Estiepne Captain Duplessis Lieut, de Linarès Capt. Thibauit Lieut, de Maindreville Lieut, Biscuil	Shanghai Canton Saigon Shanghai Yokohama Upper Yangtze Tongku Upper Yangtze Canton

river gunboat

river gunboat

Vipère	Gunboats,	475	-	Reserve.	Salgon
Lion	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	500 -			
sionnette	The state of the s	170-	-		
ouclier	Commence of the second	740	P. S. Commission	The second of the second of the second of the	100
oronade	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	184	-		post of the last
meterra		140 -		to the second manager of the highest the	in distance in the
Estoc	100	141 —	-		Halphone
acquin	the second secon				
Acheron	armoured gunboat	1,830 8	1,700	Llout Bertrand	Salgon
Monette	gunboat	500 7	400	Commander Badin	Balgon
Jomets	gunboat see in con	500 6	500	Capt. Is. Gervals	
Esturgeon	sbb-marine	70	60	Lleut. Combet	
ronds	desiroyer	800 7	0,500	and the state of t	Selgon (
Tenri Rivière	river gunboat	150	252		Halphoog
70X	sub-marine.	70 -	50	Lieut, Mares	Salgon
Inche	surveying ship	1,025 10	900	Commander Ragot de la Touche	Salgm
Mousquet	destroyer	300 📑 🤭	6,300	Commander De la Roche Kerandraon,	
Perle	sub-marine	70 -	60	Lieut. Monpler	
Pistolet	destroyer mi me in in	300 7	7,000	Commander Mortenol	Hongay
Prot60	aub marino	70	- 60	Lieut, Morkis	
Redoutable	battleship, reserve	9,350 87	0,100	Capt. Drougt	Salgon
17 A 1000 - 000 - 000 - 000	armoured gunboat	1,810 8	1,600	Lieut, Seriot	Baigon
Takou ser	Characteristics of Control of the Co	250 6	0,500	In Reserve ,	Salgon Salgo
Various 10 con a lase to not			digital and the said	Commander Mortenol	
Veteran ver es es	corpedo-depot	tare the second	1 at 1	Lieut, Bihel Joseph see see see	Oup Saint-Jacqu

(*) Flagship of Rear-Admiral Richard for.

SHARE QUOTATIONS.

	Supplied by Measis, is.	NO. OF		PAID UP.	POSITION AS PEI	L LAST REPORT	LAST DIVIDEND.	THE HEALTH	CLOSING QUOTATIONS.
	BANKS:	120,000		Eval	# # # # # # # # # # # # # # # # # # #	ACCDUNT	Final of /2 and bonns of t/-for 1938 (3);	YEAR'S DIV.	\$ \$945 buyers
*	Hongkong & Shanghal Banking Corporation		S125	5125	\$2(0,000)		2 ex 1/83==\$16.024		London £89.10
4	National Bank of China, Limited	99,925	£7	₹6	\$150,000	\$10,223	\$2 (London 3/6) for 1903	****	S 51
, ,	Ganton Insurance Office, Limited	10,000	5250	Sço	\$232,757 \$411,990 {125,000	none	\$14 for 1907	74 %	S195 sales
	North China Insurance Company, Limited	tD ₁ 000	£1\$	£\$	Tis. 150,000 (Tis. 303,747 (Tis. 118,277)	Tis. 160,512	Interim of 7/6 for 1908		Tis, 104 ex div.
	Union Insurance Society of Canton, Limited	t 2 ,400	Saço	\$100	\$3,000,000 (90,000 \$191,148 £105,149	\$2,464,931	{Final of \$17 making \$47 for 1907 and } interim of \$30 for 1908	6. %	\$840 payers
	Yangtere Insurance Association, Limited	12,000	\$100	\$60 ·	(\$681,600) (\$1,000,000)	\$7.07,637	\$12 and bonns \$3 for 1927	71 %	\$235 sollors
	China Fire Insurance Company, Limited		· Stoo	\$20	\$199,164) \$1,000,000 \$438,663	\$375,341	S6 and bonus \$2 for 1907	71 %	\$107 buyers
	Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,438,173	9300,711	\$27 for 1937		\$345 sales
	China and Manila Steamship Company, Limited Douglas Steamship Company, Limited	30,000 20,000	\$25 \$5a	\$25 \$50	\$7,000 \$264,638 \$99,067	Şr,035 Nil.	SI for 1906	1 .	\$(1 sellers \$36
•	Hongkong, Canton & Macao Steamboat Co., Ld	1	\$15	515	\$607;500 \$79,423	\$20,279	Final of 11 making \$11 for 1908	8 1 %	S31 males
•	Indo-Ohlna Steam Navigation Co., Ld, (Preferred) } Do. do. (Deferred)	60,000	£5	Ls	{ \$15 344 } { 10,000 } { 240,000 }	£13,755	{6/- for 1927 on Preference shares only @ ex 1/9 11/16=53. 154	4 %	{\$52 {\$28}
	Shanghal Tug and Lighter Company, Limited	200,000	Tis, 50	Tls. 50	Tis. 75,000	Tis, 14,510 £61,817	Final of Tls. 12 making Tls. 33 for 1938 Second interim of 1/- for a/c 1908	36,5	Tis. 53 buyers Tis. 55 buyers 58/- buyers
	Star " Ferry Company, Limited		Sto	Sxo	\$47,225	SoB	\$50.50 for year ending 10.4. 1908	{ 4 %	\$255 sales \$15 buyers
	Taku Tug-and Lighter Company, Limited	10, 000	Tis. 50	Tis. 50	Tis, 98,000 Tis, 481,479 Tis, 44,100 Tis, 81,000	Tis. 2,215	Final of lis. 11 making Tis. 21 for 1908	11 %	Tls. 45 sales
•	REFINERIES. China Sugar Refining Company, Limited	10,000	fipe	\$100	Tle. 7,000)	Dr. 5c.8c8	\$5 for year ending 31.12 08	34 %	\$137∮ buyers
	Luzon Sugar Refining Company, Limiteds	7.000	Stoo Tis, so	\$100 Tis, 50	250,848 mone Tis, 100,000	Dr. \$135,873 . Tls. 9,173	S; for 1897	***	Sig puyers
,	MINING.			£ı	1 de 11		(Interim of 1/6 (coupon No.12) for year)		
	Chinese Engineering and Mining Company, Ld	150,000	£1 £1	18/10 £1	{ 175,000 } £12,289 } { 4,871	Dr. £2,191	No. 12 of 1/-==48 cents	V. / /*	Tis. 16 buyers Så buyers
	DOCKS, WHARVES & GODOWNS.								
'	Wanwick (Geo.) & Co., Limited		525	525	1,50,000		\$1.75 for year ending \$1.12.06	, in	\$12
	Hongkong & Kowloon Whatf and Godown Co., Ld., Hongkong and Whampon Dock Company, Ld		\$50	\$50	\$40,000 } \$40,000 }	130,102	Final of M making \$8 for 1938	10 %	\$57 buyers
	Shanghai Dock and Engineering Co., Ld.	55,700	('is. 100	i is. 100	Tis. 1,000,000	Tis. 33 7 12	Interim of Tis, 24 for 6 months ending	6 %	Tis. 85 buyers
¥ 4	Shanghal and Hongkew Wharf Company, Limited	36,000	ls. 100	(ls. 100	Tis: 50,000	Tls. 22 818	Final of Tis. 6 making Tis to for 1958	6 %	lis. 170 sales
	Anglo-French Land Investment Co., Ld	10,000	525	Fis. 100 \$25	Tis, 55,000	Tis. 4,134 Dr. 4.230	1 324 LOT YEAR CHOIGE 30.0.07		Tis, tot buyers \$.of so lers
•	Hongkong Hotel Company, Limited	\$0,125 [000]	\$50}	515 525	\$1,000	524.6 IX	Final of \$3 making \$5 for 1908	71 %	\$ 184 571 ex m.s. \$4 B Dew.
	Hongkong Land Investment and Agency Co., Ld Humphreys Estate & Finance Company, Limited	1 \$0,000	\$100	\$100	\$250,000 \$217,272 \$41,251	\$ 16,475 \$5,486	Final of \$34 making \$7 for 1903	61 %	Sy buyers
	Kowleon Land and Building Company, Limited		ls. 50	5g0 Fis. 50	Tis. 1.623,045 }	\$278 Tis. 142,404	Final of Tis. 3 and bonus of Tis. 2 making	7 %	Tis: 118 buyers
59	West Point Building Company, Limited	11,500	\$50	Sço	nuΔG	21 968	1 Test to at the invision Colonicas .	9 %	\$44 buyers
	Ewo Cotton Spinning and Weaving Company, Ld Hongkong Cotton Spinning, Weaving and Dyeing) Company, Limited	5,000	7,1	-	Tis. 150,000 Tis. 45,939 \$20,000	s. 8,820	to contain vent ending 11.7.08		Tis. 121 sales \$84 sales
	In cinational Cotton Manufacturing Company, Ld Lacu-kung-mow Cotton Spinning& Weaving Co., Ld.	10,000	fis. 75	fis, 100	Tils. 175,000	Tls. 8,372	Tim. 6 for year ending 30.9 06 (8%)	0	Tis. 92 Tis. 112
	MISCELLANEOUS,	1,000	Cis. 500	Tis. too	Tis 31,172	Tls. 4,829 Tls. 15,911	1 Tri for wook		Tis. 400
	Bell's Asbestos Hastern Agency, Limited	60,000	12/6 512 5103	12/6 " \$12 \$10]	£1,500 \$40,000	£648 N₁L	4 Triber of the section of the secti	10 %	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Bhina Provident Loan & Mortgage Company, Ld.	* 50,000 \$	\$10		100,000 S103,000	\$51,138 \$2,407	80 cents for 1208	. 81 %	Só sales Sol sellers
	Green Island Gement Company, Limited	400,000	\$10	\$6 \$10	\$10,000		Final of 50 cents making 90 cents for 1908.	Pot %	\$16) sellers \$8.90 sellers
i.	Hall & Holts, Limited	21,000	\$10. \$20	\$20	\$5,000	\$251 \$8,957	\$2 for year ending 29.2.09	81 %	521 ex div.
	Hongkong Ice Company, Limited	5,000	\$25	\$25 \$10	1 "3170 0.10	5,195 \$7,616	Final of St. per share making \$19 for 1908. Final of St. per share making \$19 for 1908.		\$155 sellers \$14
•	ploitatie in Langkat, Limited Peak Tramways Company, Limited Peak Tramways Company (new)	25,000	Gs. 100	Gs. 100	213.0	1 18. B (0,002	1st Quarterly div. of Tis. 121 for account 1909	4 %	Tls, 1,190 s.
•	Philippine Company, Limited	75,000	Sto	Sto.	none	\$7,471 Ps. 18,640	None	4 %	\$1 \$8 Tls. 1121 b.
11-	Shanghal-Sumatra Tobacco Company, Limited	30,000		1	of Wir as Dan's	Tis. 6,60g Tis. 5,250		61 %	Tis. 135 sales
-000	Steam Laundry Company, Limited	6,000	525	The state of	Tis, 120,000	Tie. 23,038 Dr. \$56,602	Final of 3/-making 46/- for 1928		Tis. 415 buyers \$14
1	Tientsin Waterworks Company, Limited	2,000 50,000	Tis, roc			5236 Tls, 201	Tis. 6) for year ending 30.4.07	7± %	Tis. 94 buyers
•	Watson, (A. S.) & Co., Limited.	10,000	\$10	84	\$35,000	\$1,350	80 cents on 0,300 ord shares and \$19.80 on too Founders shares for yr, and, 31,5.07	61 %	\$15 buyers
· · ·	William Powell, Limited	70,000	-	57	\$ \$25,000		(Final of to cts. making 80 cm for the	1	S3 buyers
in T					0				
19.4	*These shares are entitled to half of the profits,								
								7	
						January History			

Intimations.

COMPANIA GENERAL TABACOS

DE FILIPINAS

ESTABLISHED IN 1882 CAPITAL £3,000,000



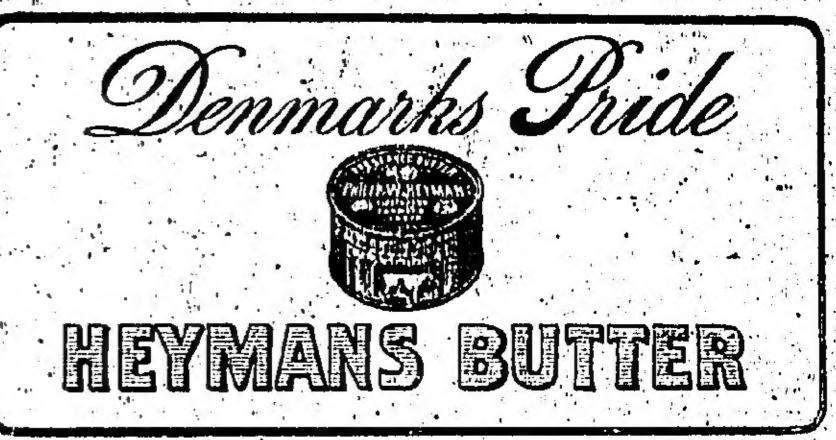
Company, SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Loudres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS:



SIEMSSEN & CO., Sole Agents.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the Intest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstante of modern life. Sleeplessness, tremblings, palpitation, nervous dyapepala, low-spirits, mental and bodily prostration, muscular and local weakness, general and hervous debilty; faulty nutrition, uremature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, diamness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, hearing down sensations, nervous headache, wasting disease, night sweats; and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrists all weakening wasting discharges, involuntary losses, &c.; restoics the inling energies, and imparts naw life and vigour to what had so recently seemed worn out, "used up," and valueless.

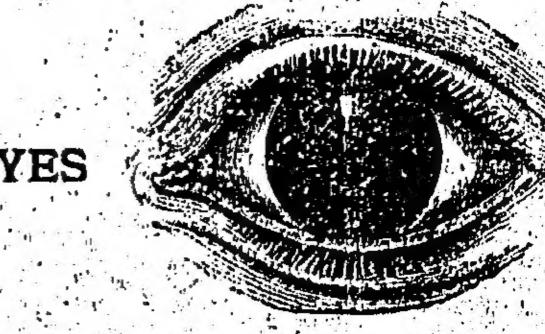
VETARZO BLOOD MEDICII

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